

CBW

Coach and Bus Week

SV industry's news weekly • 18 January 1997 • Issue 252

22
pages
of

CLASSIFIEDS



HE'S BACK

Alf Moseley puts Edwards at the helm

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NEW

THIS WEEK

Coachmart

LOW-COST BARGAIN ADS

MOSELEY

**TOTAL
SERVICE
TOTAL
SATISFACTION**



**1994 VOLVO B10M VAN HOOL
ALIZEE-HE 12M**

48 recliners, rear sunken toilet, continental door, SUTRAK AIR CONDITIONING, TELMA retarder, Eberspacher pre-heater double glazed tinted side windows with blinds and decorative curtains, courier seat, power entrance door, finished cream/orange. **Choice of identical vehicles.**
M.O.T. NOVEMBER 1997

**1994 VOLVO B10M
VAN HOOL ALIZEE-HE 12M**

49/53 recliners, grey/red moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, power entrance door, finished white/rose/gold. **M.O.T. FEBRUARY 1998**

**1991 (August) BOVA FUTURA
FHD 12.290 INTEGRAL 12M**

51/53 seats, beige/orange moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's sleeping berth, water boiler, wired TV/video, power entrance door, finished all white. **M.O.T. MARCH 1997**

**1991 VOLVO B10M PLAXTON
PARAMOUNT 3500 12M**

49/53 recliners, grey/orange moquette, centre sunken demountable toilet, continental door, tinted side windows with blinds, courier seat, water boiler, power entrance door, finished all white.
M.O.T. OCTOBER 1997

**1989 BOVA FUTURA FHD
12.290 INTEGRAL 12M**

51 seats, grey moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, power entrance door, finished all white.
M.O.T. JUNE 1997

**1989 LEYLAND TIGER
260 DUPEL 12M**

53 recliners, brown/orange moquette, double glazed tinted side windows with pull down blinds, power entrance door, TELMA retarder, chassis autolube. finished all white.
M.O.T. MARCH 1997

**1988 LEYLAND TIGER 260
PLAXTON PARAMOUNT 3500 12M**

49 recliners, red/grey moquette, sunken toilet O/S rear, continental door, double glazed side windows, curtains, courier seat, water boiler, power entrance door, finished cream/grey.
M.O.T. JANUARY 1998

**1988 VOLVO B10M PLAXTON
PARAMOUNT 3500 12M**

51 recliners, beige/orange moquette, tinted side windows, curtains, drinks machine, O/S rear sunken toilet, continental door, power entrance door, finished all white.
M.O.T. JANUARY 1998

NEW

IMMEDIATE AVAILABILITY

**BOVA FUTURA FHD 12.330
INTEGRAL 12M**

Centre toilet, continental door, 49 reclining seats, air conditioning, water boiler, coolbox, finished white.
1 Only

**BOVA FUTURA 'CLUB' FLD
12.300 INTEGRAL 12M**

53 reclining seats, finished white.
1 Only

FEBRUARY AVAILABILITY

**VOLVO B10M GL VAN HOOL
ALIZEE-HE 12M**

Centre toilet, continental door, 49 reclining seats, air conditioning, water boiler, fridge, finished white.
Choice of 3

**1988 NEOPLAN SKYLINER
(Mercedes V10) Double Deck**

73 recliners (57 upper saloon + 18 lower saloon), red/orange moquette, courier seat, water boiler, fridge, 2 tables, O/S rear sunken toilet, wired TV/video, power entrance door, finished metallic silver/grey.
M.O.T. DECEMBER 1997

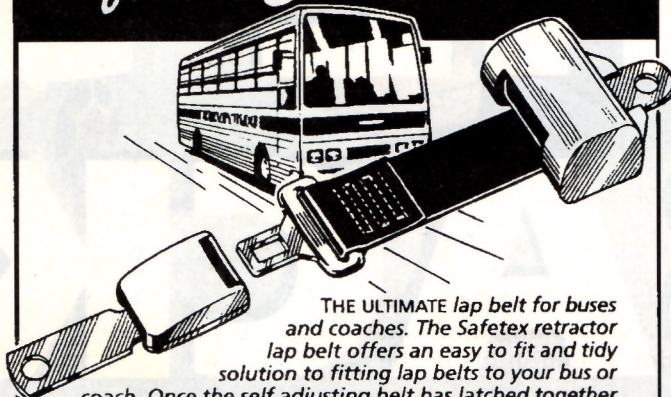
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Supporting publication
for BTTF 1997



We need vision, action and guts

WHILE few coach and bus manufacturers are complaining about trading conditions in 1996, few are going to take risks on the strength of them.

We'll remember 1976 for the sweltering Summer, and 1986 for deregulation. We'll remember 1996 for being a decade after deregulation, and not much else. 'Stable' is the kindest adjective any manufacturer was prepared to venture.

UK registrations were up once again, though still a long way off the heady days of 5,000 vehicles a year - and bigger vehicles at that. The steady sales did, though, encourage some major investment, such as Henlys' £1 million investment in its Northern Counties plant, Mayflower's redesign for Alexander's buses, UVG's new vehicles and new direction, Optare's acquisition of Autobus, and Mercedes-Benz' decision to produce right-hand-drive 0405N integral buses. Iveco set its sights on a share of the coach market, and Dennis is investing £4 million in its plant.

Operators had a reasonable 12 months; the Big Five bus companies have rarely looked so confident, if their share prices are an indicator. Coach operators report a following wind and are cautiously bullish about the incoming tourism market. They enjoyed the Euro 96 bonus (more, UEFA please!) and, in

some areas, a more meaningful relationship with county council transport planners. So what's been missing?

Most notable by its complete absence from public transport has been a clear vision or even direction from Government, and a vacant expression from the opposition. There are few pundits who would argue with the need for public transport to get a fairer share of road space and finance, but those in a position to promote this vision have yet to act decisively.

A General Election looms, yet it is hard to see how this will effect any major change in public transport policy. The current Government has had 18 years to address the costly issues of inner-city pollution and clogged roads and will not be remembered for its achievement. Labour will have to meet more pressing problems than public transport. Ironically this year's best hopes may rest with Liberal Democrat county councillors...



Mike Morgan,
Editor

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events

28 January: The Development of Surface Access Links to Airports (CIT), Langham Hilton Hotel, London. Chaired by Steven Norris. Contact Sarah Loader, Waterfront, on 0171 233 7600

28 January: Omnibus Society presidential address by Charles Marshall, formerly md of OK Travel, LT HQ, 55 Broadway, London SW1. Details from Barry Le Jeune on 0171 918 3295

4-6 February: Fifth Annual Integrated Communications '97. The ISDN and ATM show, Olympia 2, London. Details from QMS on 01733 394304, fax 01733 390042

6 February: Confederation of Passenger Transport Annual Dinner, Grosvenor House Hotel, London. Contact Mike Bartlett, on 0171 240 3131, fax 0171 240 7900

11-13 February: Smart Card 97, Olympia 2, London. Contact QMS Ltd, on 01733 394304, fax 01733 390042

13 February: Buses Worldwide meeting, Fred Tallent Hall, Drummond Street, London NW1. Slides from members' individual travels. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants, GU13 9HE

19 February: Economic implication of parking policy, Mark Valley, Transport Studies Group — Transport Economists' Group monthly meeting, 5.30 for 6pm, room 205, University of Westminster, 35 Marylebone Road, London NW1. Details on 0181 784 5830 (Oscar Faber, St Albans) or 0171 222 4545 (Traffic Director for London)

10-12 March: CPT Scottish Council Annual Conference, Gleneagles Hotel, Perthshire. Theme is 'Planning for the Future'. Details from Peter Thomson on 0141 639 4984, fax 0141 616 0866

19-20 March: British Travel Trade Fair '97, Hall 9, NEC, Birmingham. Pre-register by phoning the Ticket Hotline on 01926 435843

8,9,10 April: Coach and Bus Live, Donington. Details from Toni King on 01733 467035

▼ Coach and Bus

Flint chips at age limit

BRITAIN'S tiniest county, Flintshire, is considering dropping its age limit for school and contract buses.

The county council, formerly part of Clywd, has a 15-year vehicle age limit on full-sized vehicles and seven-year limit on minibuses, but says it now faces a shortage of such vehicles. It claims fewer operators are buying recent coaches and buses.



"... AND NOW THE SCHOOL BUS MAKES A PROFIT "

▼ Stop Press+++Stop Press+++Stop Press+++Stop Press+++

NatEx chief exec resigns

NATIONAL Express Group chief exec Ernest Patterson has resigned.

As the City got the jitters, his post was immediately filled by Phil White, who was chief executive of NEG subsidiary West Mid-

lands Travel. Mr White's progress through WMT's ranks had been very rapid. Mr Patterson led NEG through a turbulent and acquisitive period in its history, and post-flotation, was involved in its acquisi-

tion of WMT, rail franchises including Gatwick Express, and equity in airports such as Bournemouth International Airport, formerly known as Hurn.

● Full story next week

▼ Coach and Bus

Operators back scheme but need more advice

CONFLICTING advice and apparent complexity has not quelled a thirst for knowledge among PSV operators about the Investors in People scheme, according to Bus & Coach Training's training development manager, Gwen Thomas.

It is over two and a half years since trailblazing Stagecoach Transit became the first company in this sector to achieve Investors in

People but, according to figures revealed by scheme co-ordinator, Investors in People UK, fewer than six coach and bus companies have followed in Cleveland-based Transit's footsteps.

Mrs Thomas told CBW that, despite a "very positive response" to a recent Investors seminar held by Bus & Coach Training for bus operators, companies complained about

conflicting advice. She said: "The will is there but operators say they need a dedicated sector advisor."

With committed operators reporting that it can be a long hard road to Investors recognition with sharing other companies experience, BCT plans another one-day seminar but this time in March, specifically for coach operators.

Clarkes of London

▼ Coach and Bus

Skills coach

SKILLS of Nottingham has taken the last of Trent Buses' coaching interests and is using a newly-acquired National Express contract to build its coaching profile on the south coast.

The deal with Trent sees Skills pick up Barton Buses' weekly 'bucket and spade' runs to resorts on the east coast, Wales and the south coast, plus a long-serving Barton manager, but no vehicles or assets other than goodwill.

The deal will add eight coaches to its peak-vehicle requirement on Saturdays in the Summer season, which will be



INVESTOR IN PEOPLE

was first in the coach sector to commit to Investors and is believed to be first coach operator to achieve the coveted award.

■ THE Clarkes' Investors story starts in this issue of CBW (see pages 30&31). In the first part we examine the reasons for taking up the challenge and what the double Coach Industry Awards winner set out to gain.



Plaxton: busy order book for 1997 building 'big five' buses

▼ Coach and Bus

Bus sales

PLAXTON is predicting further growth in the bus market this year but says coach sales are likely to fall.

Last year, it held on to 42 per cent of the heavyweight coach and bus market, bodying 1,410 vehicles, and had just over a third of the entire new vehicle sales with 1,665 bodies sold... up on 1995 volumes and predicted to be a further seven per cent improved during 1997. "Coach sales finished

grows its ing profile

Takes last of Barton's interests

by Mark Williams

absorbed by Skills' existing fleet. The services, similar to other express ones run by Skills, will be co-ordinated by ex-Barton man Julian Gray.

"The coach operation side of Barton Buses dovetails into our existing business activity and, at the same time, gives us more opportunities to develop the private-hire side with the gain of Barton's hire customer database," said Skills' md Nigel Skill, who estimates it adds 25 per

cent to the company's existing express work.

"Bartons' withdrawal from coach operation has been ongoing since 1989, and this completes the process," said Trent md Brian King. "Very shortly, we will have no coaches apart from those run on inter-urban services.

"Coaching is a very different business to bus operation and we believe it is necessary to be focussed and that our investment is better made in buses."

Skills' determination to develop coaching is the



Nigel Skill: south coast presence could provide a foothold for tour work

underlying factor in its decision to operate National Express' London-Brighton 064 service, currently run by Speedlink from Gatwick.

When the 24 March deadline arrives, Skills will have developed a leased Brighton depot with accommodation from which to run the hourly,

year-round service, and will have acquired the £1 million-worth of Speedlink Volvo B10M Premieres currently run by Speedlink.

"We've been building a good relationship with National Express for some time. And we've been eyeing the southern area for a while," said Mr

Skill. "It's attractive for a number of reasons, including the area's core of coach holiday passengers. We hope this development will give a local presence to our other services, particularly tours routed through Dover though, for the first three months, we'll be concentrating on the 064 service."

▼ Coach and Bus

Subsidised services face massive council cuts

BUS service subsidies are being slashed by two councils after spending assessments by central Government.

Though facing overall cuts of 11 per cent, Kent County Council is poised to slash a quarter of its public transport budget, and is likely to end subsidy for the majority of its rural services. And in Bristol, the city council is likely to cut services to 14 schools.

The finance cut is forced by standard spending

assessments from central Government.

"We currently spend £5 million of transport each year, £4 million of which is considered socially essential," said a Kent CC spokeswoman. "The council is now looking for a £1.25 million reduction in the budget.

"A worst-case scenario would be for the council to cut all non-essential service subsidies. Though the

overall cuts are 11 per cent, it does appear transport will be hardest hit."

And in Bristol, the city council is likely to axe



Buglers could be hit by cuts

£150,000-worth of subsidised bus services to 14 schools in an effort to prune £20 million from its budget this year: "Further cuts of £16 million have to be made in 1998," said a council spokesman.

The chairman of the Western Coach Operators' Federation, Bob Bugler, has a personal interest in the cutbacks, running six of the school contracts himself: "It's an absolutely diabolical situation, caused by the break-up of the Avon

County Council last year," said Mr Bugler, of Buglers of Bristol.

"That cost £60 to £70 million, creating smaller district councils.

"They have even cut 'cross-border' runs from, for instance, south Gloucester into Bristol City Council territory. Overall, Bristol has been hardest hit.

"The traffic this will cause is one thing. The more worrying issue is that of children forced to walk to school getting run over."

up but coach sales may fall — Plaxton

with a greater number sold than we had guessed - from 1,035 in 1995 to 1,157 last year," said sales director David Quainton.

"It was something we hadn't expected, but we are expecting the market to drop this year. There are signs of a downturn in business among the major players."

But Mr Quainton says the bus market is holding up well: "The

small midibus sector, from 21 to 33 seats, is going to be influenced by the air-suspension, Mercedes-Benz Vario chassis cowl, and be slightly up. The true midibus sector will be even more buoyant.

"The true, full-sized single-deck market may drop because of the attractiveness of the low-floor midi but we are expecting double-deck sales to grow slightly."

Mr Quainton said Plaxton's sister bodying company Northern Counties would go through a period of consolidation during 1997: "We hope to be reaping the rewards of a £1 million building investment, and another major plank of our approach will be to increase volumes of super-low-floor single-deck vehicles."

And there would be more

emphasis on export markets during the coming year, as Henlys tries to minimise its exposure to risk in the domestic market: "But the portents are good," said Mr Quainton.

"Even a General Election would come too late to change bus-buying policies."

■ Was 1996 fair or foul? See pages 8 and 9 for a full roundup of the sales figures.

CBW

In brief

Police welcome

MERSEYSIDE police now have free access to North Western Road Car's buses as yet another bus company joins the bid to cut on-bus crime. Police now have free travel, on and off duty, on 90 per cent of Merseyside's buses. At the end of last year, MTL decided to welcome police on to their vehicles.

Pindar info

TIMETABLING and transport printing experts Pindar, in Scarborough, have acquired software company TMSO and dovetailed its journey-planning database into Pindar's own products. The result is a new company, Pindar-Routel, which will be supplying database information that gives coach and bus companies a simple route to desktop publishing solutions in travel planning.

More IRS perks

COACH breakdown specialist Independent Recovery Services has added discounted tyres to members' benefits. Rochester company IRS can provide recovery for an entire fleet for a £200, lifetime membership fee plus set charges for services if and when they are used. The tyre offer comes from CBS.

Buses on trial

A GROUND breaking partnership between Eastleigh Borough Council, Hampshire County Council and Solent Blue Line has put trial evening and Sunday buses on the road. Solent Blue Line operations director Peter Shelley congratulated Eastleigh Borough's initiative.

IRTE success

THE IRTE's initiative last year to promote modern engineering apprenticeships has resulted in 1,400 more trainees in the profession... and a second wave of promotion for the scheme. So far, more than 20 major automotive companies have registered apprentices, including MAN Truck and Bus.

▼ Coach and Bus

Show off your finest vehicles



Cavalcade for Coach and Bus Live

by Mike Morgan

THE race is on to find the country's finest coaches and buses for CBW's Past, Present and Future cavalcade at the first ever *Coach and Bus Live* show - as over 40 exhibitors confirm bookings.

Scheduled for 8, 9 and 10 April at Donington race circuit in the East Midlands, *Coach and Bus Live* brings operators of coaches, buses and minibuses together with manufacturers, dealers and suppliers in a dynamic new exhibition format.

In addition to static stand space inside Donington's impressive international exhibition centre, *Coach and Bus Live* amplifies the potential of the race circuit venue as demonstrations and tests are laid on outside.

Among the attractions are the Past, Present and Future line-ups. On day one the coaches and buses of previous decades will be judged, driven past and put on display.

Day two is the province of today's vehicles

while, on the final day, attention focuses on manufacturer's latest developments.

This week CBW invites owners of suitable vehicles to take part.

We are looking for top examples of each breed of coach, bus or minibus. Vehicles from the Past must be owned by an O-licence holder and have current PSV test. Present vehicles can be entered by operator, dealer or manufacturer but be taxed, tested and in use.

Only manufacturers,

importers or dealers will be in a position to enter those vehicles of the Future - ie from 1997 onwards.

Entry is by invitation only. If you want more details and/or an entry form, call Toni King on 01733 467035.

REMEMBER. Pre-registration is essential for *Coach and Bus Live* visitors. Not only will it speed entry to the trade-only show but will give an inside track when it comes to booking slots on the test circuits for coaches, buses and minibuses. Apply now on the ticket hotline - 01733 467169.



Wanted: vehicles like these for *Coach and Bus Live's* special Donington attractions

▼ Bus

Truro driver found guilty

A TRURORIAN bus driver whose vehicle hit a low bridge has been found guilty of dangerous driving.

Charles Symons, 25, of Pendarves Road, Truro, pleaded not guilty but Camborne Magistrates found against him, adjourning the case until 23 January for sentencing and social inquiry reports.

Mr Symons had

been trained by Trurorian in Spring of last year, obtaining his PCV licence in May. He said he had not driven along the route, Bond Street, before the accident. His double-deck bus hit the bridge, which had 12 feet three inches of clearance, peeling back the roof. Some of the 35 people aboard had to duck to avoid injury.

▼ Coach

Info wanted on stolen coach

A LEYLAND Tiger coach with Plaxton Paramount 3200 bodywork was stolen from Midland Red West premises at Redditch on 6 January.

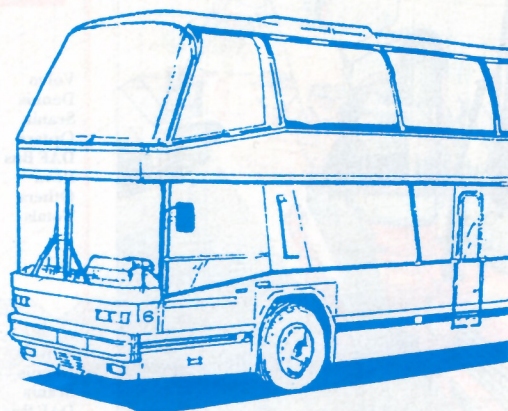
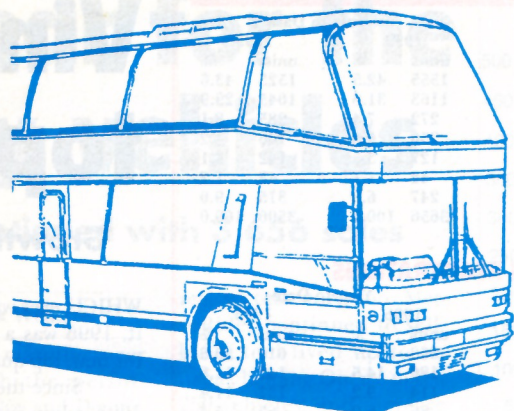
The vehicle is in red livery with gold Midland Red Coaches lettering. Its registration number is B103 JAB, chassis number 8401133 and body number 8512 LTP 2C038. The

Tiger should not be confused with similar vehicles with registration numbers B102/104/105/106/107 JAB which are not missing.

If you have any information relating to this vehicle contact Midland Red West, Heron Lodge, London Road, Worcester WR5 2EW, tel 01905 359393 or fax 01905 351104.



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Volvo Bus md Sandy Glennie: not complacent

A good year all round for Volvo

VOLVO finished 1996 with the lion's share of coach and bus markets, a weighty order book, and the accolade of Coach of the Year.

"There has been a substantial amount of investment in new vehicles this year," said Volvo Bus UK md Sandy Glennie. "I am delighted. It helps manufacturers provide research and development for the future."

"The heavy chassis market is much the same as last year but we have enjoyed the biggest double-deck market for a decade — 552 vehicles registered, of which 501 were Olympians."

"It's the most Olympians we have ever sold, building an average 32

a week at Irvine.

"The coach market is up by only 90 units, but it's still the highest level for 10 years, and B10M had more than half. Nonetheless, we are not getting complacent. The UK market is a magnet for other European manufacturers."

"The defence of our market share is hard going, but we will continue to work with our existing body builders, with emphasis on service and parts — the key to the whole thing in 1997."

"A change of government won't change anything. We feel very positive about public transport. The operating businesses are now largely city based with good expertise."

COACH AND BUS REGISTRATIONS

	December		Year to Date			
	1996 units	1995 units	1996 units	%	1995 units	%
Volvo	97	108	1555	42.5	1525	43.6
Dennis	82	83	1163	31.8	1045	29.9
Scania	1	24	272	7.4	285	8.1
Optare	15	7	250	6.8	146	4.2
DAF Bus	0	0	127	3.5	142	4.1
Bova	1	1	42	1.1	42	1.2
Others	18	21	247	6.8	315	9.0
Totals	214	244	3656	100.0	3500	100.0

COACH REGISTRATIONS

	December		Year to Date			
	1996 units	1995 units	1996 units	%	1995 units	%
Volvo	13	13	668	53.7	610	50.6
Dennis	3	4	180	14.5	142	11.8
Scania	1	0	114	9.2	137	11.4
DAF Bus	0	0	86	6.9	65	5.4
Bova	1	1	42	3.4	42	3.5
Others	4	7	154	12.3	209	17.3
Totals	22	25	1244	100.0	1205	100.0

BUS REGISTRATIONS

	December		Year to Date			
	1996 units	1995 units	1996 units	%	1995 units	%
Dennis	79	79	983	40.8	903	39.3
Volvo	84	95	887	36.8	915	39.9
Scania	0	24	158	6.6	148	6.4
Optare	15	7	250	10.4	146	6.4
DAF Bus	0	0	41	1.5	77	3.4
Others	14	13	93	3.9	106	4.6
Totals	192	218	2412	100.0	2295	100.0

The above table details all vehicles on designated PSV underframes registered last month in Great Britain, Northern Ireland, the Isle of Man and Channel Islands.

Source: SMMT

Year that fanned flames

COACH and bus manufacturers say 1996 may not have been a year to set the world alight... but it fanned the flames of this year's sales.

An overall five per cent lift last year in UK registrations was made up, in part, of vehicle orders from 1995, and orders now going through the factories are providing a sound base for this year's trade.

"I have to say that 1996 was a very successful

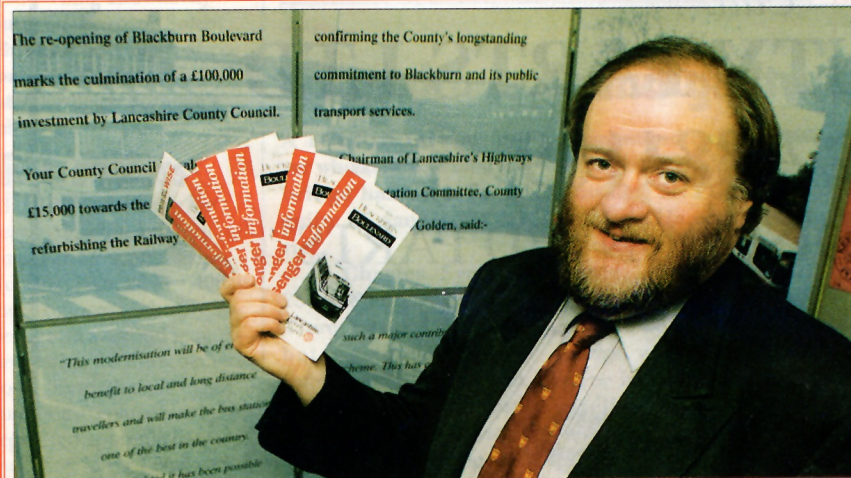
year for us," said Optare's md Russell Richardson, whose company bought midcoach builder Autobus. "Production was up 20 per cent on 1995, and we are now supplying 80 per cent of the integral market."

"As a manufacturing success gauge, the figures can be misleading, since we make bodies, too. Only integral vehicles get into the figures, while bodies are registered as, for example, Mercedes-Benz. And of

course, they don't reflect our export success."

Mr Richardson predicts a "steady but not exciting" year ahead, though he felt registration levels would be maintained. A Labour Government would have little effect for two years, tackling issues other than public transport, but may influence the market instead by restricting car use.

The 'Big Five' bus groups have provided Dennis with the bulk of its bus



Regional Round-up+++Re

▼ Lancashire

Station boost

BLACKBURN's new-look rail station and Boulevard is being promoted by its developers Lancashire County Council at a new exhibition. The projects, costing £115,000, have been designed to attract the public back to buses and trains.

Councillor Bob

Clark (pictured left) was at the launch of the exhibition at the County Information Centre in Railway Road.

▼ Suffolk

Firm merged

VILLAGE coach and taxi business Rex Motor Services is to close in March after 60 years of trading following its merge with

e year for the ality vehicles

trend continued with 3,656 sales

by Mark Williams

market, no manufacturer could touch the performance of Volvo and Dennis, between them sewing up almost three quarters of vehicle sales for the year.

Volvo consolidated its dominance of the coach market, and vied for a lead in the bus market. By last month, it was clear Dennis' immensely popular Dart midi gave the Guildford-based manufacturer a marginal lead, the SLF low-floor version making up the majority of low-floor sales.

Optare could boast a

real success story, too. MetroRider continued to sell, but Excel lived up to its name, helping Optare to sell 250 vehicles, and increase market share from 6.4 to a mighty 10.4 per cent.

It was swings and roundabouts for DAF Bus, whose bus sales fell, and coach sales rose, in the end allowing it to cling to its fifth position in the market share league. Scania lost a little ground in the coach market and maintained position in bus, and Bova sold a stolid 42 coaches again... it's still some operator's favourite vehicle.

of sales for 1997

orders in 1996, if not the deliveries, and sales and marketing director Roger Heard says all the signs point to consolidation.

"We are hoping for maintenance of this stability," he told *CBW*. "If not, the first thing that suffers is capital commitment. Realistically, however, the cast is set for the major bus groups."

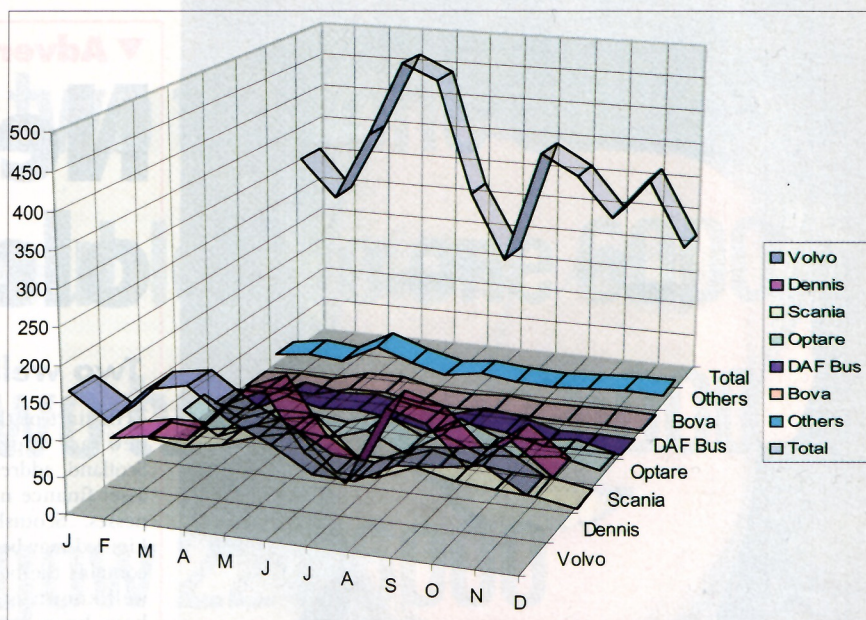
Mr Heard said improvements in the Euro 2 Javelin chassis had filtered

through in 1996 registrations but would have more impact in 1997.

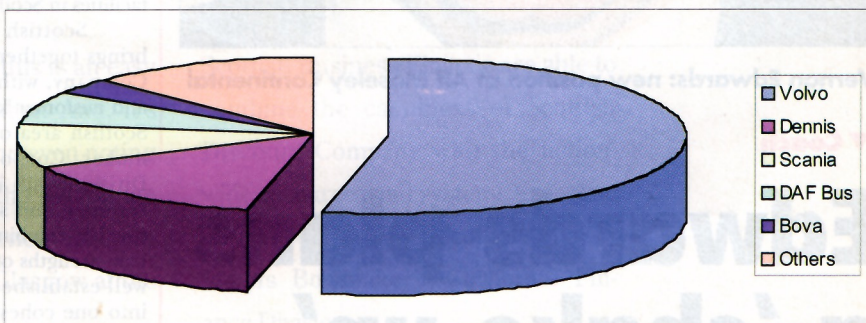
Sales of Dennis' double-deck chassis were in a 'dwell period', and were often dependent on tender conditions such as those in London Transport.

But further development is under way for Dennis' vital Hong Kong market, and he expected those developments to re-fuel interest in double-deck vehicles.

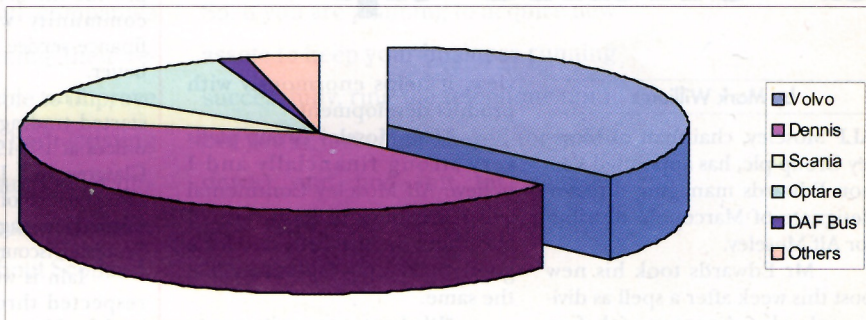
CBW



Monthly trends show Spring peak for deliveries is still a fact of life



Volvo's B10M got the lion's share of coach chassis sales in 1996...



...while Dennis proved its mettle in the bus underframe market

onal Round-up+++Regional Round-up+++Regional Round



parent company Galloway European Coachlines of Mendlesham.

The Thorndon business, which operates from the village garage, was latterly run by John and Daphne Wells, who sold to Galloway.

Now, the garage is to be sold and the staff have relocated to Galloway's headquarters.

"I'm very sad," said Mrs Wells. "We built up

the business for over 30 years."

▼ London

CCTV success

TWO companies have been selected to provide 'spy' cameras for bus lanes in London.

JAI will provide on-bus cameras, while Peek Traffic Ltd will be installing roadside cam-

eras in London to combat the problem of illegal use of bus lanes.

The trial, launched in 1995, has been a great success, said John Bowis, minister for transport in London, and the first stage of the cameras' use is planned for March.

"We are on target to use cameras for the first time to catch and prosecute drivers who use bus lanes illegally," said Mr

Bowis. "Buses have great potential to improve the mobility of Londoners without increasing traffic."

London-wide bus lane cameras are planned by Spring 1998.

▼ Cornwall

Anniversary

CORNISH operator Mount's Bay Coaches will

be celebrating its 50th anniversary this year.

The Oxenham family's original base was on the site now used by Penzance Heliport, and its office in Jelbert Way.

Its humble beginnings were as a taxi company and it is now run by third-generation Oxenham, Jeff, from Alexandra Road.



Vernon Edwards: new position at Alf Moseley Continental

▼ Coach

Edwards plans a 'shake up'

by Mark Williams

ALF Moseley, chairman of Moseley Group plc, has appointed Vernon Edwards managing director designate of Marcopolo distributor Alf Moseley.

Mr Edwards took his new post this week after a spell as divisional sales director with fire vehicle manufacturer Simon, but has held senior posts at Leyland Bus and DAF Bus. He is best known in the industry for his four years as managing director at LAG, latterly bought by Van Hool, and as marketing director with Dennis Specialist Vehicles.

"I've a unique background," Mr Edwards told CBW. "I've gone from chassis manufacturer to body builder, been a distributor, gone back into the chassis manufacturing side, sold bodies, integrals, and now I'm back to being a distributor.

"But if as a distributor, you fully understand the implications of chassis manufacturing and the complexities of body building from a manufacturer's point of

view, it helps enormously with product development.

"The Moseley Group plc is very strong financially and I believe Alf Moseley Continental will contribute to its future. I also think the market's due for a good shake-up. Operators feel the same.

"We have a commitment to Dennis, and the Javelin is a fuel-efficient underframe in keeping with the bodywork, offering the best value for money to the operator. If there is a need to review this, then, subject to demand, we are flexible enough to take heed of market forces."

Mr Edwards is determined to offer a wide range of used coaches at the Shepshed outlet alongside new product: "We don't have enough used vehicles and we don't have enough choice at the moment, but it's early days. I'll be looking forward to meeting my past clients.

"What we are trying to create for Marcopolo is a niche for the product," he said.



▼ Advertisement

New name, old values!

Two well known organisations now one

THE start of the new year sees a new face appearing throughout Scotland, addressing the particular asset finance needs of local businesses. Scottish Business Finance Limited may be a new name but it contains the best traditions of two well known organisations which have been providing Hire Purchase, Leasing and Contract Hire facilities in Scotland for many years.

Scottish Business Finance brings together Scottish Discount Company, with its local heritage and customer knowledge, and the Scottish area of Lloyds Bowmaker, Corporate Finance Division, with its nationwide resource and systems expertise. By combining the particular strengths of each of these well-established operations, into one cohesive unit, Scottish Business Finance aims to provide the Scottish business community with an asset finance service that none can better.

The new company started trading from its new offices at 193-199 Bath Street, Glasgow on 1 January, under the guidance of Iain Cunning, formerly managing director of Scottish Discount Company.

Iain is well known and respected throughout Scotland for his many years of successful stewardship over Scottish Discount, achieved by maintaining close personal touch with decision makers in Scottish businesses.

Able supported by colleagues Stuart Graham and Ronnie McIntyre, both with very considerable experience in asset funding, Iain plans to grow Scottish Business Finance by balancing the traditional local knowledge and understanding that has underpinned SDC success, with the newly acquired ability to directly access the expanded resources and systems now available through the Lloyds Bowmaker

national network.

"Businesses in Scotland, looking for asset finance, need and demand the old-fashioned values of local service and local knowledge," says Iain, "but they also want the latest state-of-the-art technology and expertise, where it provides faster decisions and more competitive products and prices. Scottish Business Finance can and will deliver these requirements!

"While your local SBF Account Manager may carry a laptop computer with the latest soft-



Scottish Business Finance managing director Iain Cunning (seated) with sales and marketing director Stuart Graham and credit director Ronnie McIntyre

ware, he (or she) will also have a wealth of practical knowledge and experience of your markets, your locality and your needs".

Scottish Business Finance has a team of 12 managers strategically located throughout Scotland, together with a full central administration and management team in Glasgow. They offer the full range of financing options from simple fixed rate hire purchase to complex tax based leasing facilities for companies whose annual turnover is small, medium, or large.

To contact Scottish Business Finance ring 0141 221 6000 and ask for Iain Cunning (managing director), Stuart Graham (sales and marketing director) or Ronnie McIntyre (credit director).

Glasgow two two one 6000

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Glasgow 221 6000

However you say it, this is an easy number to remember. And, it's worth remembering (and even noting down) because it is the telephone number of an important new business service that started in Glasgow at the beginning of the year.

Two existing successful companies realised that by combining their resources they would be able to improve their level of service to both existing and new clients. As a result a new complete financial service is now available to all businesses throughout Scotland.

Scottish Business Finance are able to combine the canniness of Scottish Discount Company with the nationwide resources and systems expertise available through the Scottish office of Lloyds Bowmaker's Corporate Finance Division.

So, if you are planning to acquire new assets to keep your business running successfully, ring the telephone number you've just remembered (or noted down) and find out for yourself how expert we are at delivering the goods.



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▼ Coach

Conventional chang

First UK evaluation of DAF's revol

by Mike Morgan

DAF Bus has taken conventional gearchange wisdom by the scuff of the neck. In the search for easier gear selection it has developed a revolutionary manual gear linkage which also counters the problems associated with electronic control.

Precision Gear Shift-

ing (PGS) was launched on mainland Europe last September (*CBW*, 21 September 1996). In a flash of inspiration DAF Bus engineers took the road to

three-cable linkage, improving the notorious two-cable remote gear linkage common on rear-engined coaches.

Two-cable systems can be vague, sloppy and temperamental. Alternative electronic solutions have been tried with varying degrees of success but add cost. PGS is simple.

It is linked to a conventional manual ZF gearbox in much the same way. However, the additional cable ensures that every movement of the gearlever is converted into an efficient pull on one or other of the cables.

DAF Bus says there's less stress on the driver and less stress on the gearbox while giving the driver a shorter gearlever and the bodybuilder more flexibility in its mounting and routing of the cables.

Bob McLeod, managing director of importer Hughes DAF was so impressed that PGS is to be standard on all new DAF Bus coaches in the UK.

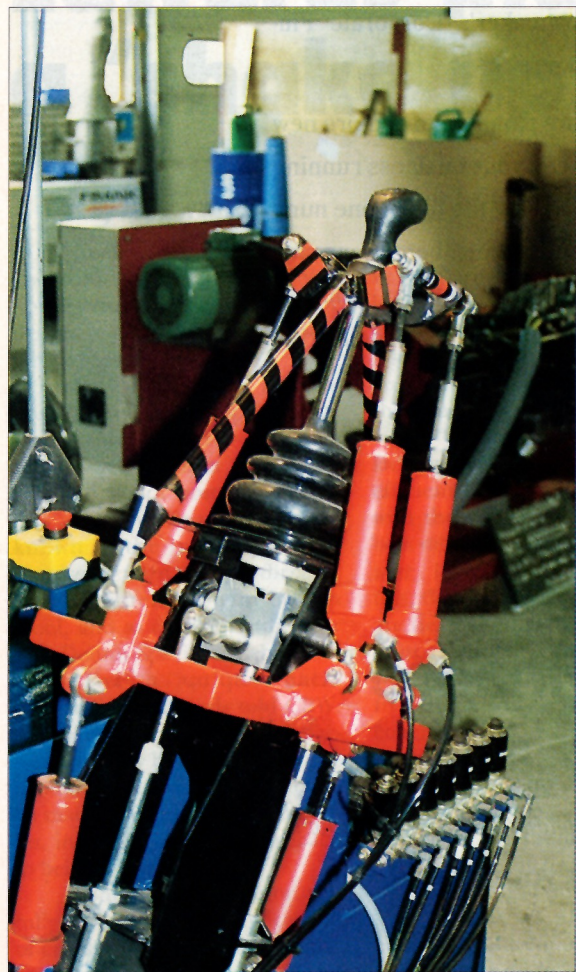
Although *CBW*'s first encounter with PGS on a left-hand-drive 15-metre Smit-bodied DAF confirmed the merits of the system it was by no means conclusive. Consequently Mr McLeod promised a comparative test in the first PGS-equipped right-hand-drive SB3000.

The chosen vehicle was a Euro 2-engined low-driver Van Hool Alizee with less than 800 km on the clock. But the engine and transmission were not run-in so that performance over a West Yorkshire test route was relatively lethargic - a good test for any eight-speed gearchange.

Gear selection belied the length of the linkage with positive, short movements. It felt quick but heavy, while the coach was relaxing to drive and remarkably quiet.



Old order: the long gear lever on the Plaxton SB3000 proved to be quite tiring in comparison



Inspiration: DAF Bus developed three-cable link

GEARCHANGE DATA

DAF Bus SB3000 with eight-speed ZF 8S-140 gearbox

MAXIMUM SPEED IN EACH GEAR

Gear	km/h	rpm
1	10	2,000
2	20	2,000
3	30	2,000
4	40	2,000
5	55	2,000
6	75	2,000
7	100	2,000
8	100	1,500

MID GREEN BAND SPEED

Gear	km/h	rpm
5	40	1,500
6	58	1,500
7	73	1,500
8	100	1,500

ACCELERATION

	PGS	Conventional
0-48 km/h (30 mph)	13 secs	11 secs
0-80 km/h (50 mph)	26 secs	22 secs

ESSENTIAL GEARLEVER MEASUREMENTS

	PGS	Conventional
Distance from seat in neutral	12 cm	14 cm
Distance from seat in 1st/2nd	16 cm	22 cm
Distance from seat in 7th/8th	8 cm	4 cm
Pull from 7th to 8th gear	24 cm	36 cm

CAB NOISE LEVELS AT 100 km/h

	PGS	Conventional
	69 dB(A)	71 dB(A)

Buses given some stick

Revolutionary three-cable gear linkage

Then came the surprise when a Plaxton-bodied SB 3000 fitted with conventional gearchange was taken over the same route.

It was very lively, having covered 30,000-plus kms. But the eight-speed gearchange - normally acceptable despite its double-H pattern - was very tiring by comparison with PGS.

Slick selection and block changes are needed to get the best out of the SB3000's power. ZF's 8S 140 gearbox has a gear for all occasions.

The first four ratios are very close and the top four ideally spaced for speeds in excess of 40 km/h. But the conventional gearchange with its long lever sprouting out of the

floor was heavy, very notchy and imprecise... and relatively vague in the region of third and fourth gear. Engagement of first gear without unwittingly finding reverse can be a bit tricky.

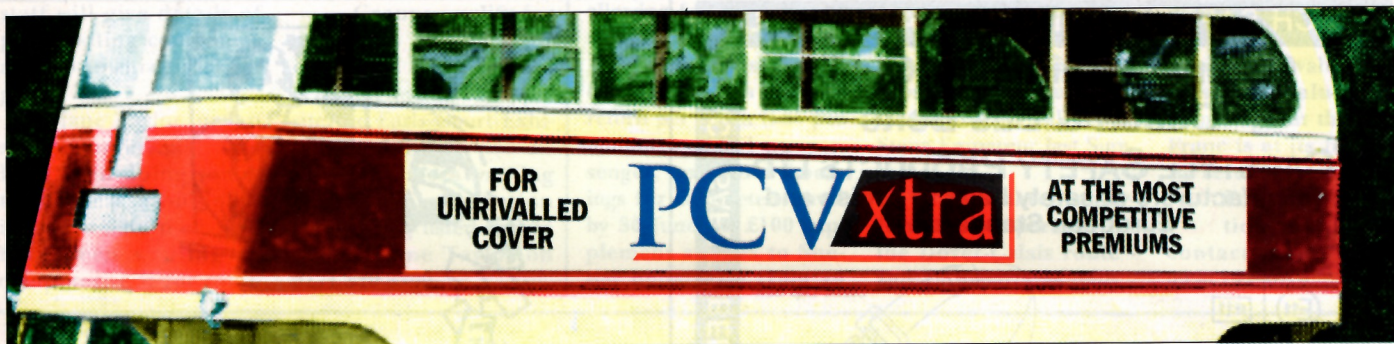
It's a sharp reminder

that PGS is a significant improvement, taking stress and effort out of gear-changing.

And its neat installation by Van Hool on an extended, angled first step made access to and from the driver's seat much easier.



Welcome change: Van Hool SB3000 is first coach in UK with DAF Bus Precision Gear Shifting



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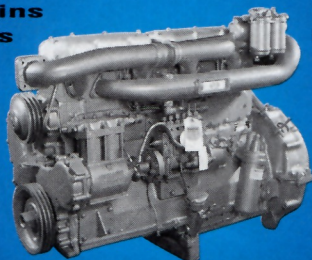
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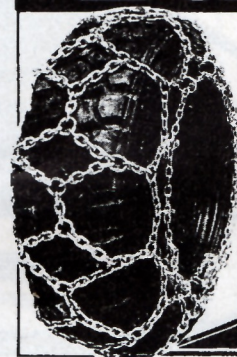
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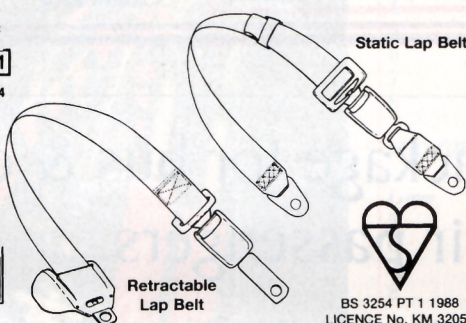
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▼ UK

Courting business

London venue keys in operators

by William Golden

OPERATORS planning trips to Earls Court Olympia should find business picking up thanks to a new initiative from London's leading events venue.

From this month, Earls Court has introduced a service enabling members of the public to call the box office for details of coach companies from their area organising trips to major events. Groups booking staff will give details of participating companies and up to three pick-up points.

Jane Taylor, group sales manager, said: "We have been doing something similar manually but it was not advertised. We have been wanting to computerise it for some

time and, now it is up and running, we are very excited at the potential.

"The response from the coach industry has been very positive and we are hopeful that this will prove to be a valuable service. Initially, it will be advertised in the Royal Tournament leaflet."

Earls Court attracts more than three million visitors a year to trade and consumer shows, concerts and events and Ms Taylor said that the group market was very buoyant.

Groups qualify for discounts at all major events and coach parking is in Seagrave Road, opposite the Earls Court Exhibition Centre.

☎ Operators wanting more information about being listed should contact Jane Taylor on 0171 370 8399.



All aboard: the Stena Empereur has helped boost coach business

▼ Europe

Night and day trips

THE days are getting longer at Stena Line now that the ferry operator has extended the validity of its day trip fare for coaches to 36 hours, allowing for an overnight stay on the Continent.

Stena has frozen day trip fares at £55 return per coach (£25 per minibus), and £1 per passenger, on all new bookings for completed travel by 30 June. A £100 supplement applies to Sunday departures from 29

March to 30 June. Groups also will be able to pre-book a full English breakfast or a fish and chip meal for £3 a head.

David Stamp, Stena's national accounts manager, said: "Our coach carryings enjoyed substantial increases following the arrival of the Stena Empereur last Summer.

"With three superferries now operating on the Dover-Calais route - and 15 departures daily -

we are able to offer coach and group operators a consistently-high level of service.

"This offer should encourage even more groups to travel, especially as France now offers a far better value to visitors - the value of the pound against the French Franc is at its best level for several years."

☎ For more information and bookings contact Stena Line on 0990 204402.

▼ UK

Say cheese as museum wins two awards



Star turns: the staff and management of Llancaiach Fawr, plus Tom the cat, ready to welcome visitors

A WELSH tourist attraction is celebrating success at the double after winning two national awards.

Llancaiach Fawr Living History Museum, in Nelson, has been named Heritage House of the Year by the 1997 *Good Guide to Britain*, for its imaginative recreations of times past. The guide also named it Welsh Family Attraction of the Year because of the way the museum encourages children to handle the exhibits and are involved in the activities.

Llancaiach Fawr, which is owned and operated by Caerphilly County Borough Council, opened in July 1991 and has attracted more than 300,000 visitors. They are

transported back in time to the days of the English Civil War in the 17th century and conducted on tours by staff in period dress.

Dylan Owen, the council's tourism officer, said: "These are very prestigious awards and show how important tourism is becoming in the South Wales valleys. Gone are the stereotypical images and a new, forward-looking tourist destination has emerged, where a wide range of attractions is available to visitors.

"The awards stand in recognition of the impact that this area is already having on British and foreign tourism, a precedent that is set to continue."

CBW



Bang on: James Barnes and Matthew Kelly open the £1 million ride at Cadbury World

▼ UK

Cadbury's new star

A TOUCH of magic awaits visitors to Cadbury World with the opening of Cadabra, A Magical Cadbury Journey, at the Birmingham attraction.

It was given the official blast-off by TV presenter Matthew Kelly and 10-year-old James Barnes, from Walsall, who won a competition in a local newspaper. Matthew Kelly, who hosts ITV's *Stars in Their Eyes*, is starring in the panto *Mother Goose* at the Birmingham Hippodrome.

The £1.2 million Cadabra is Cadbury World's first ride and features four-seater Beanmo-

biles that take visitors on a sedate journey through Cadabra's landscape and they join the Bean Team on their search to discover the secret of Cadbury. Groups come across it at the half-way point of their tour.

John Henson, general manager, said: "Cadbury World is a unique attraction that offers something a little bit different to visitors. The launch of Cadabra has introduced a fun new ingredient at Cadbury World that we're convinced will charm everyone who experiences the ride."



▼ UK

The sails force

West Country's rich cargo at travel trade showcase

by William Golden

SET sail to British Travel Trade Fair 97 in March and take on board a wealth of tour opportunities in the West Country.

In August and September, a replica of Captain Cook's ship *The Endeavour* moors at Falmouth, Plymouth and Weymouth and will be open to the public.

Bristol is celebrating Cabot 500, marking the 500th anniversary of John Cabot's voyage of discovery to Newfoundland. The Bristol stand will also have details of *Bristol 2000*, the city's plans for tourist attraction developments to celebrate the millennium.

Looking further ahead, plans are well under way for *Cornwall '98*, the World Watersports Festival. This will bring not just watersports and the Cutty Sark Tall Ships Races to Cornwall next year, but also a range of cultural events, theatre productions, concerts and firework displays.

New attractions opening in the West Country in 1997 include Dartington's Barbican Glass Centre, in Plymouth. The doors open for the first time at Easter and there



**19-20 MARCH 1997
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will be glass-blowing demonstrations and a visitor centre.

Vardon Attractions opens new displays at its four West Country sea life centres this season. In Weymouth, this is a tropical lagoon that will be a retirement home for sharks from centres across the country.

Great Gardens, of Cornwall, has improved choice of tours for groups in 1997, with an option of helicopter flights to Tresco on the Isles of Scilly. These tours cover five Cornish

gardens, including the Lost Gardens of Heligan, where coach parking is being extended to cope with extra visitors expected during Cornwall's Theatre of Flowers Festival in April.

Among the West Country hotel exhibitors is Cranstar Leisure, which is exhibiting at the show for the third successive year. Cranstar Leisure runs three properties in the region, including the Edgcombe Hotel, in Newquay, which gets 65 per cent of its business from the groups market. Sue Jesson said: "We welcome the chance to meet and talk to coach operators at the exhibition. They are important contributors to our business."

The British Travel Trade Fair 97 takes place on Wednesday and Thursday, 19 and 20 March, in Hall 9 at the NEC, Birmingham. It is organised by Reed Exhibition Companies on behalf of the English, Northern Ireland, Scottish and Wales Tourist Boards and the British Tourist Authority.

Pre-register now by ringing the ticket hotline on 01926 435843 (fax 01926 451963).



WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	-7C/19F	Madrid	5C/41F
Athens	14C/57F	Oslo	-11F/12F
Berlin	-6C/21F	Paris	-3C/27F
Brussels	-9C/16F	Rome	13C/55F
Dublin	0C/32F	Stockholm	-6C/21F
Lisbon	15C/59F	Vienna	-2C/28F
Luxembourg	-6C/21F	Zurich	-3/27F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.55	Luxembourg	0.47
Belgium	0.58	Netherlands	0.58
Eire	0.57	Norway	0.71
France	0.51	Portugal	0.47
Germany	0.52	Spain	0.48
Greece	0.42	Sweden	0.65
Italy	0.60	Switzerland	0.63

(Courtesy AA Roadwatch)

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	18.16 Sch/£	Italy	2,561 Lire/£
Belgium	53.13 BFr/£	Netherlands	2.90Gld/£
Denmark	9.88 K/£	Norway	10.705 NKr/£
Eire	0.98 Punt/£	Portugal	260 Es/£
France	8.69 F/£	Spain	217 Pta/£
Germany	2.58 DM/£	Sweden	11.67 SKr/£
Greece	409 D/£	Switzerland	2.23 SFr/£

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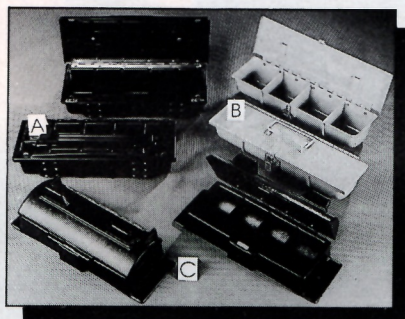


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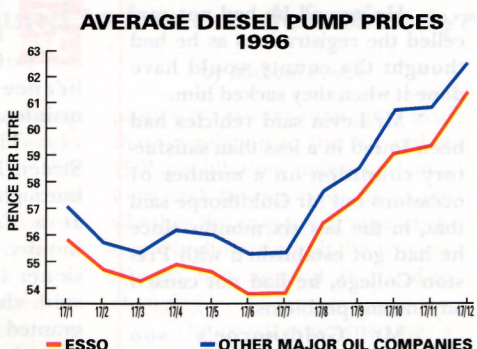


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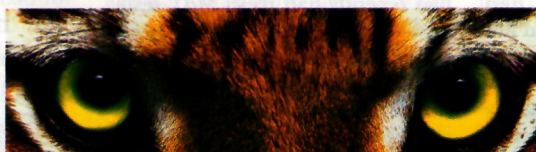
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PRICEWATCH

▼ Licensing

Goldthorpe's authorisation reduced from four to three

 LANCASHIRE schools services operator Peter Goldthorpe, who ran into severe financial problems after losing county council contracts, has retained his licence, albeit with a reduced vehicle authorisation, at a Manchester public inquiry.

Mr Goldthorpe, trading as P&R Coaches, of 214 Station Road, Bamber Bridge, Preston, had been called before North Western deputy traffic commissioner John Levin after a previous decision by the North Western traffic commissioner to revoke Mr Goldthorpe's licence had been set aside because he had not had notice of the hearing after changing his address.

DoT vehicle examiner Anthony Hicks said he had carried out a maintenance investigation in March. He examined two vehicles, both of which were untidy in appearance.

He was unable to carry out a detailed inspection of the vehicles because of the lack of facilities and he issued two defect notices. No inspection records or driver defect reports were available since January 1996, Mr Goldthorpe saying they had been lost when he moved premises.

Mr Goldthorpe had no facilities other than a parking area where vehicles were repaired in the open

lost when he moved premises.

Mr Goldthorpe had no facilities of his own other than a parking area at Penwortham where vehicles were repaired in the open. Mr Goldthorpe maintained he had notified the commissioner when he changed addresses in June.

He said the business had run into severe financial difficulty after losing Lancashire County Council contracts. At their peak they had held 11 to 13 contracts with Lancashire and they had six when the county finished them at short notice.

That had crippled them.

He had reduced the number of vehicles from six or seven to three and made a lot of drivers redundant. He had entered a voluntary arrangement with his creditors to pay them off at the rate of £250 a month, which would run for four years since last May.

Agreeing he was facing prosecution over a vehicle found to have defective brakes and a defective tyre in June, Mr Goldthorpe said the vehicle concerned was immediately taken off the road and had not been used since.

Two of his three vehicles had recently had fresh MoT tests and the third was about to go through a fresh test. He had to give up his workshop facilities when the financial problems arose, said Mr Goldthorpe. A good deal of the maintenance work was undertaken by his son.

They did what they could at the operating centre and they had arrangements for the use of the facilities of three other operators. Inspections were carried out by a freelance mechanic.

He had a new contract with the Preston College, in addition to an existing one, said Mr Goldthorpe, and he was running a commercial schools service to Longridge.

They also did number of private-hire school trips. In reply to the deputy commissioner, Mr Goldthorpe said they had been through a terrible patch.

The county council had given them a week's notice of the cancellation of the contracts. The reason had been a problem with a vehicle. They had lost five contracts initially because of difficulties over drivers not carrying out their jobs properly.

One was a result of an accusation about a driver fiddling and another was over a driver not adhering to the proper route.

It was so hard to get decent drivers. He had to take pot luck so long as they could drive the vehicles.

After they had lost the first five contracts, they began to struggle with the vehicles because of cash-flow problems, the best contracts having gone.

He agreed he had not cancelled the registrations as he had thought the county would have done it when they sacked him.

Mr Levin said vehicles had been found in a less than satisfactory condition on a number of occasions but Mr Goldthorpe said that, in the last six months since he had got established with Preston College, he had not caused anyone any problems.

Mr Goldthorpe's son Anthony said that, since he had taken over the maintenance in December 1995, there had only

Mr Goldthorpe agreed he was facing prosecution over a vehicle with a defective tyre and brakes

been one delayed prohibition for one defect, apart from the incident in June when a driver took out the wrong vehicle.

For Mr Goldthorpe, John Backhouse said steps had been taken to put things on a better basis.

The operation was now substantially different and Preston College had written expressing its satisfaction with the service.


Cutting the authorisation from four to three vehicles, Mr Levin said he could certainly have justified revoking the licence, but he accepted the vehicles were now being regularly inspected and maintenance records were being kept.

He accepted Mr Goldthorpe's "guts" in seeking to keep going, but it did not excuse his maintenance record. Mr Goldthorpe had been put in difficulty over the cancellation of his contracts and was attempting to rebuild, and he hoped he could work his way out of his problems.

The deputy commissioner required financial reports to be sent to the Traffic Area Office every six months and directed there be at least two further checks carried out by the Vehicle Inspectorate in the next 12 months.

▼ Maintenance

School

 SCHOOL bus operator Loughborough Coach Centre Ltd's three-vehicle licence has been revoked on maintenance grounds.

The company, of New Street, Bedford Square, Loughborough, Leicestershire, appeared at a Cambridge disciplinary inquiry. Eastern traffic commissioner Brigadier Compton Boyd said the company had been granted a licence at public inquiry to replace one held by Jean Trosper about three years ago for a probationary period of three years.

He had made it plain then they needed to take a great deal of care over maintenance in the future. DoT vehicle examiner Gary Hylton said the company used an outside contractor with good facilities and the contract specified inspection periods of four weeks or 6,000 miles.

He imposed an immediate prohibition on one vehicle in November 1995 for a defective tyre and no stop lights during a check at Loughborough Bus Station. That prohibition was varied later the same day after repairs had been carried out. The same vehicle was given an immediate prohibition when it was presented for annual test at the end of July, said Mr Hylton.

There was no braking effort at the offside rear brake plus an air leak. The vehicle was also given a defect notice for a further six defects. A problem with the offside rear brake had been noted on three occasions on the inspection records prior to the vehicle being presented for annual test.

In September the same vehicle was given an immediate prohibition for an oil leak from the engine running on to the exhaust, said Mr Hylton. He was concerned about a possible fire risk. The emergency engine stop was also inoperative.

Two vehicles were being



bus op's licence revoked

Vehicle was found to have a defective tyre and no stop lights

by Michael Jewell

operated at that time and the maintenance records showed the inspection periods were not being adhered to, with up to 20 weeks between inspections, said Mr Hylton. He inspected the other vehicle the following week and issued a delayed prohibition because a spring anchor bracket was excessively worn. In December he inspected the one vehicle now being used, and it was in a satisfactory condition, said Mr Hylton.

However, there was a gap of 20 weeks between the last two inspections. He was concerned about the company's ability to maintain its vehicles to an acceptable standard. Many of the

pany's transport manager, said that, in relation to the November 1995 prohibition, unless he had a long neck he could not always tell whether the stop lights were working. He did not admit the tyre was illegal but agreed it needed changing.

The coach concerned was a German MAN and they had had great difficulty in obtaining parts. They had been working on 6,000 miles between inspections and the vehicles had been off the road for periods of time.

Brigadier Boyd said it was an extremely serious matter and

would be back on the road sooner.

As far as the oil leak was concerned, they steam cleaned it off and that solved the problem of it dropping on to the exhaust, said Mr Butler. They would need to strip the engine down completely to do the job properly and they would sooner sell the bus. The emergency engine stop was the outer one, which he only checked once a week.

There had never been any problem with the inner stop. He agreed it was quite an important item. He said it had been an electrical fault that had needed putting right. The worn anchor bracket had been quite missable, said Mr Butler.

He was saying that as there was no reference to it in the previous preventative maintenance inspection record. The vehicle was parked on a lorry park and they relied upon contractors. The vehicles had been off the road an awful lot in the last 15 months and they had spent £15,000 on maintenance in the last 12 months.

Agreeing they had not done any business while the vehicles were off the road, Mr Butler said they had a travel agency and that had supported the coach side financially. The people who had prepared the vehicles for test clearly did not do their job.

Brigadier Boyd said the company was only as good as whoever did its maintenance but Mrs Trosper said they had changed contractors a number of times as they had not thought they had been doing a proper job for them.

Mr Hylton said he would not have imposed a prohibition if the tyre had not been worn beyond the legal limit. As far as

the prohibition imposed at annual test was concerned, the inspection records showed a pattern emerging that there was a possible fault with the slack adjuster.

Mr Butler maintained that a new slack adjuster had been fitted before the test. Mr Hylton said he was concerned there had been another six failure items on the vehicle. The problem with the oil leak had been a worn engine which was pressurised, and the oil found the easiest way out.

It collected in a pool on top of the engine and, if it was washed off regularly, it would remove the fire risk, though not solve the problem. Invoices produced showed one vehicle had been off the road at various periods for approximately five weeks between February and June, said Mr Hylton, but that still left a gap of 15 weeks, and again for around four weeks between July and September. Mrs Trosper said it seemed

**Transport manager
Roger Butler said that,
unless he had a long
neck, he could not
always tell whether the
stop lights were working**

they had just been in the hands of other people but Brigadier Boyd said that was the nature of the business. He could not have sympathy with that as he was concerned about road safety.

Mr Butler said they had spent an awful lot of money on repairs, around £300 a week on two coaches. They had considered surrendering the licence as they were totally dissatisfied with the state of the industry and the way it was going.

They intended to concentrate on the travel agency side in the future. They had trusted repairers, who had not always carried out what they had asked them to do. Mrs Trosper said she felt they could cope with operating one vehicle.

Revoking the licence, Brigadier Boyd said it was clear the company had failed to keep its vehicles in a fit and road-worthy condition.



Pupils paramount: Commissioner said he was concerned about road safety

defects found could have been acted upon at an earlier date.

Pre-use checks were either not being completed or were not comprehensive enough. Lubrication of key components appeared to be a problem. There was a driver defect reporting system but it appeared to be ineffective.

The annual test results were poor. Both vehicles had failed on initial presentation, a failure rate of 100 per cent. Brigadier Boyd said it was a pretty damning report. It appeared the company's vehicles were not being properly looked after.

Roger Butler, the com-

he would need firm evidence about that, otherwise he would assume the inspections had not been carried out. Mr Butler said the brakes of the vehicle tested at the end of July had been adjusted two or three days before the test and they had passed on the rolling road brake tester at the commercial garage.

The air leak had developed in the 17 miles between Loughborough and the Derby Test Station. He could not believe it when the air leak developed, but he had thought it would be faster to put the vehicle through the test as, if there were any other defects, it

Q We have won certain service and other regular contracts which, blocked together, make useful full days work for a number of vehicles Monday to Friday. This work all falls under the domestic hours rules. Thus the drivers we are going to recruit for this work will only have to have one day off in 14. Will they be able to do an occasional private hire at weekends?

DA, Yorkshire

a It would seem most improbable that any significant work 'in scope' of the EU hours rules could be done by these drivers if they are working a regular five-day week. I have never understood why people regard hours control on mixed domestic and EU work as complicated (other than the fact there are two sets of rules to comply with instead of one!). As well as two sets of rules there are two principles that have to be remembered.

Firstly: work under one set of rules cannot be counted as rest against the other (although domestic driving counts as 'work' not driving for EU purposes - but driving done under the EU rules does count as driving in the tally against domestic maxima). Secondly: the limits which apply to the work actually being done at any time must not be breached by the combined totals.

While your drivers work out of scope they will be getting three more days off in every two weeks than they need to honour the domestic rules (Made up of two days on one week and one on the other — when the domestic rest day is also taken). But once they do any work that falls within the scope of the EU rules they have to have 45 hours unbroken weekly rest. Although the actual hours of shifts and the ability to reduce (with compensation), or postpone, weekly rest may enable a small amount of EU work to be done, small it will be, because the 45-hour rest period just about gobbles up Saturday and Sunday.

Q Further to your answer on 14 December about TUPE and contracts, please see enclosed tender documents for a contract to take over work currently being done by the social work department of the council. It says TUPE will apply and the successful contractor will have to take on the council's driver at a rate of pay almost double the local 'going rate' — not to mention more favourable holiday, sickness and pension rights. There seems to be no way we could tender for it.

AM, Scotland

a The question I answered on 14 December was about 'normal' tenders to provide local bus services. I remain convinced that TUPE does not apply to them as they are not transfers of undertakings. They are



Questions



Answers

the award, by a local authority, of a contract for a finite period (or if not, a maximum of five years). Even if they are direct replacements of something a previous operator had either run commercially or under contract, they are not transferred from him. They are awards of work by the tendering authority to replace something which has ceased, or is about to cease, to exist.

This does not, however, appear to be the case in relation to your question. Although the 'sale' is by tender, the local authority is proposing to transfer something it formerly operated itself to the successful bidder. That does seem to be caught by TUPE. I hope all readers will take heed of the potentially enormous problems that could be caused if they tendered for something where TUPE did apply. Read tender documents very carefully and never take anything for granted!

I do not totally agree with your view that you could not successfully tender for this. As always, the tender price would need to cover the full costs (plus profits) but all tenderers will be bidding on that basis and the council must expect commensurately high prices. What would worry me more is that, if you won it, this employee's wages and conditions could

become the comparator for those of other staff.

You could perhaps establish a separate trading entity to bid for, and operate, this contract. Although that sounds like a lot of trouble for one contract, if the price was right and the employee, for any reason, (sickness, retirement, disciplinary, redundancy, etc) left, you could be sitting on a little gold-mine! Why not offer a price to the local authority for the contract without the TUPE obligation, ie, suggesting they agree some alternative employment for the affected employee?

If you are the only tenderer with the savvy to do this and the council discovers its best financial interests are met by this course of action, you might get what you want on terms acceptable to you.

Q Is a coach or bus driver, when conveying pupils to and from school without a teacher or other escort, in loco parentis?

AE, West Midlands

a The literal meaning of in loco parentis is 'in the parents' place'. It exists where parents surrender their rights and responsibilities to another. It is long established that teachers are in loco parentis. So are people (teachers or otherwise) who take pupils under the age of 18 camping, on activity holidays, etc. The essential point is that these people are exercising a whole package of care and power of control and discipline such as the parent would otherwise apply. Indeed, the courts have held that teachers must take the same care of their pupils as a careful parent would take of his/her own children.

It is, however, erroneous to assume that at any time when a child is not in the direct control of a parent that someone has got to assume a loco-parentis role. Children walk to school, go unaccompanied to shops (and pubs and discos too!). Veritable armies of children invade fast food establishments as a substitute for school lunches. There is no 'guardian angel' loco parentis protection hovering over youngsters in such circumstances.

A PSV driver is not taking on the whole basketful of parental rights and responsibilities when conveying pupils to and from school - any more than the assistant in the fast food outlet patronised by children.

Furthermore, the PSV driver/passenger relationship is specifically defined by the 'Conduct' Regulations (S.I. 1990 No. 1020). These set out the responsibilities for (and rights of control over) all passengers — not just children. In my view, therefore, there can be no question of a driver being in loco parentis.

Although it goes beyond your question, it might be helpful for me to add that (although I have not actually researched the point) I do believe that, where home-to-school transport is provided by a local authority as an obligation under the Education Acts, the local authority is probably in loco parentis while the children are being carried. Hence its vigilance and concerns about safety, drivers, etc.

CBW

Questions on coach and bus operation should be sent to: Marksman, c/o Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154

Marksman will answer more questions on 1 February 1997

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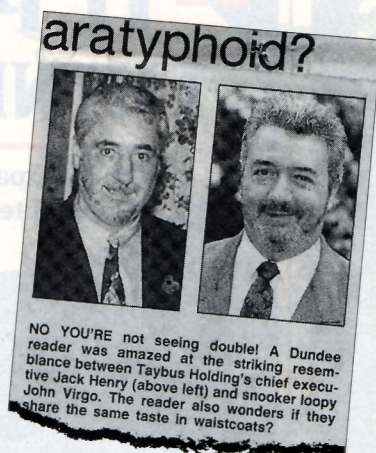


Seeing double

STAGECOACH md Neil Renilson kindly sent us this cutting from his local newspaper, drawing a comparison between Taybus Holdings' Jack Henry and John Virgo... you know, the funny one on *Big Break*.

"Go on," urges the mischievous

Peter Virgo... or Henry Shipp, or John Jack, or someone just like them



Mr Renilson. "Use the wrong photo in your next article about Tayside!"

We'll go one better, and add to the list of John Virgo lookalikes one Peter Shipp, the man who jointly runs EYMS with Godfrey Burley... an absolutely uncanny resemblance and, according to the man himself, everybody agrees.

"I get stopped in the street by people who say 'You look just like.... you know, that bearded chap who works with the witty one....'" said John Virgo (well, he didn't really, but we thought the juxtaposition was funny).

Wanted poster

MUCH though many of us admire the talents of the secret agents who emblazon their colourful graffiti along the grim sidings at King's Cross, there is a time and place for everything.

These feelings are echoed by Cowie Leaside, whose buses are regularly felt-penned by would-be artists. It's more than irritating, it's expensive, and colour video cameras installed

in the upper decks of their vehicles have now managed to incriminate two such school-age vandals.

In conjunction with Wood Green Police, the images of two 'yoofs' are now graffiti themselves - on-bus posters, inviting their pals to shop them for £500. Looks like some schoolkid will be getting a new Sony Playstation, and his mate 100 hours' community service...

Mistake of the ages

THE bloke in National Express's PR office was having one of those days: "Could you disregard the cover sheet on the fax I've just sent you?" he asked, suitably apologetically.

A quick glance revealed why. Under the heading "National Express Tightens Child Travel Rules" was a story about fares being slashed for the over-50s. We admired the fact he'd spotted his mistake before we had...

CBW

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1992 J DAF SB220 Auto, Ikarus Citibus, 48 str bus

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1990 G MB230LB Van Hool Alizee 'H'
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1990 G DAF DHTD Duple 320, 57R
1990 (G) SB3000 VAN HOOL ALIZEE DH, 51R/toilet, air con
1989 G SCANIA K113 Van Hool Alizee 'SH', 49R/Toilet
1989 F DAF MB230 Van Hool Alizee 'SH', 53R/Toilet
1989 (F) SB3000 VAN HOOL ALIZEE DH, 51R/toilet, air con
1989 PP BOVA FUTURA FHD, 49R/Toilet
1989 SB3000 Plaxton 3500, 51/Toilet
1988 VOLVO B10M, Plaxton 3500, 49R/Toilet
1988 PP BOVA FUTURA FHD, 49R/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
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LETTER OF THE WEEK



More legislation without thought for the operator

From Alfred Tidey

Recently I parked a 21 seater midicoach outside my in-laws' house while visiting them during my rest period, when taking passengers to Croydon one Sunday evening.

On my departure I found a parking ticket on the windscreen.

On inquiry with the local police they informed me that control of parking had been handed to the local councils.

I phoned the London Borough of Sutton on Monday, who issued the ticket, and was told it would be cancelled because the coach weighed under five tonnes.

Two weeks later I parked another midicoach in the same road and received another parking ticket.

This ticket, too, was cancelled because that vehicle weighed under five tonnes.

The local authority has made by-laws relating to overnight waiting of commercial vehicles which are empowered by the Road Traffic Act 1991 section 66 and schedule 6.

The parking wardens are patrolling the streets of London on motorcycles I understand, employed by a private company on contract to the council.

The wardens cannot judge the weight of a vehicle so they stick a ticket on a vehicle if it seems to be a bit big.

They also have not been told that the weight of a coach is marked on the vehicle or how to convert kilograms to tonnes (I wonder how many people can?)

It follows that coach drivers will have to be very careful when parking in Greater London especially if the coach weighs over five tonnes because there are few authorised parking places for commercial vehicles and not that conveniently located.

Once again it would appear that legislation has been drawn up without much thought into the consequences for coach operators and their drivers.

Alfred Tidey
Crawley
Sussex

Write to: The Editor
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Peterborough PE1 1DS
fax: 01733 467154
e-mail: FrankF@
automotive.emap.co.uk



Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie, first name and surname), address and telephone number



CORGI
CLASSICS

Letter of the week
wins a Corgi
Classics model bus

PSVs pollute as well

From Len Wright (Norwich)

Like all vehicle preservationist vehicles fitted with petrol engines using leaded fuel, it's a worrying thought that, in the early part of the 21st century, leaded fuel will be banned. I understand, though, it has never been conclusively proved that it causes brain damage in young people and is no more environmentally unfriendly than unleaded fuel.

A recent article in a classic magazine started like this: "I recently bought a cheese and pineapple pizza. Looking at the box it was in I noticed it was made in Germany. Now I could understand if it was made in Italy as they make pizzas a lot better — but why is it necessary to import them from any European country at all? Conversely why is it necessary to take scrap paper and plastic to Italy to be recycled into paper and plastic shoes to be sold in the UK?"

When you think logically about this, the pollution being caused by diesel fumes — despite Euro 1 and 2 engines — from all the thousands of commercial vehicles being used for international trade is far greater than that caused by the few preserved vehicles burning leaded fuel but only used for about six months of the year.

All these thoughts were brought home to me in a recent visit to Oxford where I was taken aback by the amount of PSVs at a busy time of the day running about with fewer than 10 pas-

sengers. All these vehicles were giving off diesel fumes in a confined city. Not only could you smell the pollution but the noise was pretty awful as well.

Unless more environmentally-friendly fuels are adopted for vehicles I can fast see the day when buses are banned from city centres. Everyone is concerned about clogging up the centre of cities by private cars but very little is being done to stop the clogging up of people's lungs by too many PSVs.

Len Wright
Norwich
Norfolk

Is the industry blind?

From Peter Murray

I have always believed in the use of the largest possible destination blind displays. To achieve the greatest utilisation of the blind boxes black masking tape should be minimised if not eliminated. While many operators have adopted large, clear comprehensive displays, most people would agree that London Transport set the standard for the industry.

Recently East Lancashire Coachbuilders commenced production of the Spryte body for midibus chassis. The destination box is big, projects above the roof and is also angled in Nottingham style to reduce reflection, thereby maximising clarity. I am, therefore, astonished to note that the top sections of the boxes appear to

be masked. The result seems to be the provision of an air plough which presumably increases fuel consumption and reduces efficiency.

Has the industry become blind to the use of this equipment?

Peter Murray
Luton
Beds

I'm not Pied Gricer

From John Owen

Reference Rosemary Sutton's letter (CBW, 21 December), I have been mistaken for other people a few times - I've even been seen in one or two places of which I'd rather not be reminded - but I've never had the honour of being cast as the Pied Piper (definitely not the Pied Gricer) of the Transport Ticket Society!

So, for those people who've contacted me for genuine help, or my erstwhile colleagues in the industry who've phoned to take the —, the real John Owen (of the Transport Ticket Society) can be contacted on 01957 28299.

By the way, for a first-class holiday booked through an independent travel agency, try contacting John Owen Travel on 01793 513030 — that's nothing to do with me either!

John Owen
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Swindon
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HUGE SAVING

1994 M VOLVO B6 CAETANO ALGARVE, 34 RECLINING SEATS

Exterior White, Interior Grey Striped Moquette, Radio, PA, Cassette, Microphone, Wheel Discs, Driver Operated Door, Drivers Fan, Tinted Windows, Peage Window, Double Glazing, Curtains, Continental Door, Seat Belts and Crew seat.

Ref: 0144

1994 L VOLVO B6 JONCKHEERE ASCOT, 35 RECLINING SEATS

Exterior White, Interior Blue and Black Moquette (new seats), Radio, PA, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Telma, Side Locker, Double Glazing, Provision for Webasto, Tinted Windows, Crew Seat, Peage Window and Padded Headrest Covers.

Ref: 7073

1993 L VOLKSWAGEN OPTARE, 25+5 SEATS

Exterior White, Interior Grey Moquette, Driver Operated Door, Eberspacher, Tinted Windows and Black Gangway.

Ref: 6827

1992 J MAN 10.180 JONCKHEERE DEAUVILLE P35, 28/30 SEATS

Exterior Silver, Red, White & Blue, Interior Grey C/S Moquette, Radio, PA, Cassette, Wired for TV, Driver Operated Door, ABS Exhaust, Brake, Side Locker, Saloon Toilet, Double Glazing, Tinted Windows, Curtains, Crew Seat, Air Suspension, Red Carpet to Gangway, Spare Wheel, 3 Part Screen, Peage Window, Servery at rear.

Ref: 6765

1991 H TOYOTA OPTIMO CAETANO II, 21 SEATS

Exterior Blue, Interior Grey Moquette, Radio, PA, Cassette, Wheel Discs, Driver Operated Door, Retarder, Tinted Windows, Crew Seat and Curtains.

Ref: 7021



1988 E TOYOTA OPTIMO, 18 SEATS

Exterior Cream, Green & Gold, Interior Red Striped Moquette, Radio, Driver Operated Door, Retarder, Tinted Windows, Curtains, Crew Seat and Soft Trim.

Ref: 6681

1996 N VOLVO B10M PREMIERE 320, 49/53 RECLINING SEATS

Exterior Cream & Red, Interior Brown Striped Moquette, Telma, Radio, PA, Cassette, Microphone, Front Wheel Discs, Driver Operated Door, ABS, Webasto, Drivers Fan, Courier Fan, Tinted Windows, Double Glazing, Blinds, Continental Door, How Water Boiler, Fridge, Crew Seat, Courier Light and Litter Bin.

Ref: 0165

1996 N VOLVO B10M JONCKHEERE DEAUVILLE 45, 49/53 RECLINING SEATS

Exterior White, Interior Grey Striped Moquette, Exhaust Brake, Radio, PA, Microphone, Cassette, Wheel Discs, Driver Operated Door, ABS, Tinted Windows, Double Glazing, Blinds, Continental Door, Seat Belts, Magazine Nets, Crew Seat and Toilet.

Ref: 0151



1995 M VOLVO B10M MK IV JONCKHEERE DEAUVILLE 45, 49/53 VOGEL RECLINING SEATS

Exterior White, Interior Grey Grafitti Moquette, Radio, PA, Cassette, Wired for TV/Video, Front Wheel Discs, Driver Operated Door, ABS, Exhaust brake, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Blinds, Continental Door, Crew Seat, Black Gangway, Spare Seats in boot, Tools and Seat Belts.

Ref: 6989

1995 M VOLVO B10M JONCKHEERE DEAUVILLE 45, 49/53 RECLINING SEATS

Exterior White, Interior Multi Coloured Moquette, Radio, PA, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door and Crew Seat.

Ref: 6981

1994 M VOLVO B10M MKIV PLAXTON PREMIERE 350, 49/53 RECLINING SEATS

Exterior White, Interior Grey, Orange and blue Moquette, Radio, PA, Cassette, Volvo Front, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Continental Door, Crew Seat, Grey Gangway, Destination Gear and Seat Belts.

Ref: 7065

1994 L VOLVO B10M MK III VAN HOOL ALIZEE, 52 RECLINING SEATS

Exterior Maroon & White, Interior Grey & Red Moquette, Radio, PA, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Crew Seat, Footrests, and Destination Gear.

Ref: 6745



1994 L VOLVO B10M JONCKHEERE

Exterior White, Interior Multi Moquette, Driver Operated Door, ABS, Retarder, Tinted Windows, Blinds, Continental

Ref: 6623

1994 L VOLVO B10M MK III JONCKHEERE

Exterior White, Interior Green Moquette, TV/Video, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Webasto, Continental Door and Crew Seat.

Ref: 6823

1993 L VOLVO B10M VAN HOOL

Exterior White Multi, Interior Grey Moquette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Crew Seat, Soft Trim and Wiring for TV/Video.

Ref: 6609

1993 L VOLVO B10M EXCALIBUR

Exterior White, Interior Multi Coloured Moquette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Webasto, Continental Door, Crew Seat, Soft Trim.

Ref: 6788

1993 K VOLVO B10M PREMIERE

Exterior White, Interior Grey Moquette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Crew Seat and Servery.

Ref: 6785

1993 K VOLVO B10M PREMIERE

Exterior White, Cream Interior Multi Coloured Moquette, TV/Video, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Crew Seat, Crew Compartment, Fridge, Water Boiler.

Ref: 7007



ON ALL YEATES TOP QUALITY USED COACHES



1992 J VOLVO B10M EXCALIBUR, 49/53 RECLINING SEATS

Exterior Cream & Red Interior Brown Striped Moquette, Telma, Radio, PA, Microphone, Cassette, Wheel Discs, Driver Operated Door, Air Conditioning, ABS, Webasto, Drivers & Courier Fans, Tinted Windows, Double Glazing, Blinds, Continental Door, Hot/Cold Water, Fridge, Armrest, Crew Seat and Crew Compartment.

1992 J VOLVO B10M EXCALIBUR, 49/53 RECLINING SEATS

Exterior Cream & Red Interior Brown Striped Moquette, Telma, Radio, PA, Microphone, Cassette, Wheel Discs, Driver Operated Door, Air Conditioning, ABS, Webasto, Drivers & Courier Fans, Tinted Windows, Double Glazing, Blinds, Continental Door, Hot/Cold Water, Fridge, Armrest, Crew Seat and Crew Compartment.

Ref: 0203

1992 J VOLVO B10M VAN HOOL, 49/53 FITTED RECLINING SEATS

Exterior White, Interior Grey, Red and Blue Striped Moquette, Radio, PA, Stereo, Driver Operated Door, Exhaust Brake, Side Locker, N/S Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Soft Trim and Wiring for TV/Video

Ref: 6564

1992 J VOLVO B10M PLAXTON EXCALIBUR, 49 RECLINING SEATS

Exterior Silver and Blue Striped, Grey Striped Moquette, Exhaust Brake, TV, Radio, PA, Microphone, Cassette, Wheel Discs, Driver Operated Door, Drivers Fan, Courier Fan, Pannier Lockers, Tinted Windows, Double Glazing, Blinds, Continental Door, Coffee Machine, Fridge, Crew Seat, Crew Compartment and Centre Toilet.

Ref: 7053

1991 H VOLVO B10M PARAMOUNT 3500, 49/53 RECLINING SEATS

Exterior White, Interior Grey Striped Moquette, Radio, PA, Cassette, Wiring for TV/Video, Wheel Discs, Driver Operated Door, Exhaust Brake, Side Locker, Toilet, Tinted Windows, Curtains, Continental Door and Crew Seat.

Ref: 6904

1990 G VOLVO B10M PARAMOUNT 3500, 51 RECLINING SEATS

Exterior White, Interior Brown Striped Moquette, Radio, PA, Cassette, Wiring for TV and Video, Wheel Discs, Driver Operated Door, Telma, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door and Crew Seat.

Ref: 6901



1989 F VOLVO B10M VAN HOOL, 52 RECLINING SEATS

Exterior White, Interior Brown Striped Moquette, Radio, PA, Stereo, Front Wheel Discs, Driver Operated Door, Exhaust Brake, Side Locker, Double Glazing, Tinted Windows, Curtains, Crew Seat and Soft Trim.

Ref: 6444

1993 K DENNIS JAVELIN PREMIERE, 57 SEATS

Exterior Blue, White and Gold, Interior Grey Moquette, Radio, PA, Cassette, Front Wheel Discs, Driver Operated Door, Exhaust Brake, Side Locker, Double Glazing, Tinted Windows, Curtains, Crew Seat and Wiring for TV and Video.

Ref: 6645

1990 G LEYLAND TIGER (CUMMINS 290) PARAMOUNT 3500, 49 RECLINING SEATS

Exterior Blue, Interior Grey Striped Moquette, Radio, PA, Stereo, Driver Operated Door, Telma, Side Locker, Toilet, Double Glazing, Tinted Windows, Webasto, Curtains, Continental Door, Crew Seats, Crew Compartment, Soft Trim, Aircraft Lockers and Wiring for TV/Video.

Ref: 6574

1989 F MERCEDES 0303 RHS, 53 RECLINING SEATS

Exterior Red and Cream, Interior Red Moquette, Radio, PA, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Webasto, Tinted Windows, Blinds, Continental Door, Crew Seat and Air conditioning.

Ref: 6973

1989 F MANUAL INTEGRAL JONCKHEERE DEAUVILLE 45L, 48 RECLINING SEATS

Exterior White, Red, Yellow, Interior Brown C/S Moquette, TV/Video, Radio, PA, Microphone, Cassette, Wheel Discs, Driver Operated Door, Air Conditioning, Through and Rock Lockers, Rear Window, Tinted Windows, Peage Window, Double Glazing, Full Drawn Curtains, Tea/Coffee Machine, Seat Belts, Armrests, Crew Seat, Toilet.

Ref: 0158

1988 PRIVATE SCANIA JONCKHEERE P99, 74 SEATS

Exterior Blue and Grey, Interior Grey Moquette, Radio, PA, Cassette, 2 monitors Upstairs, 1 monitor downstairs, Video, Wheel Discs, Driver Operated Door, Telma, Boot Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Crew Seat, Fridge and Sink.

Ref: 6964

1983 PRIVATE MAN VAN HOOL DOUBLE DECKER, 49/11 SEATS

Exterior Grey, Red and Black, Interior Grey Moquette, Radio, PA, Cassette, Wiring for TV/Video, Wheel Discs, Driver Operated Door, Side Locker, Toilet, Webasto, Tinted Windows, Blinds, Continental Door, Crew Seat and Compartment.

Ref: 7040

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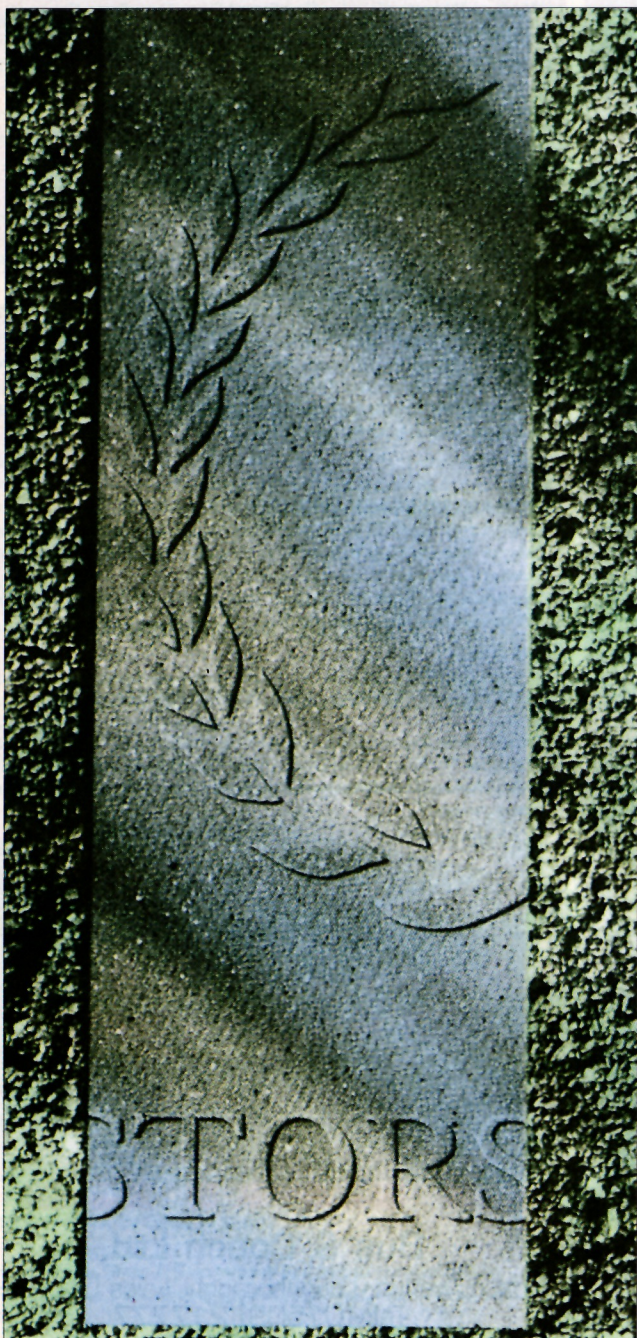
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INVESTOR IN PEOPLE

People power

Clarkes of London is using Investors in People as the vehicle for change, says quality and management consultant, Peter Everard



CLARKES has always lived up to its "Simply the Best" motto which, in Clarkes' minds, means getting better all the time and leading from the front. The desire to be a benchmark for the industry led it to be the first coaching company to aim for Investors in People.

Clarkes was established by Ernest (Snowy) Clarke and his wife Lillian about 40 years ago. Bill, Snowy's son, and wife Tania Clarke played an active part in the company's development, buying out Snowy and Lillian in 1972. Since then, the company has grown to be one of the largest privately-owned and independent coach operators in the South East. However, it has remained very much a family business with a family feel. Bill and Tania's two daughters, Debbie Newman and Paula Marks, after commercial careers, are now executive directors.

With a fleet of just seven coaches in 1972, Clarkes has expanded in recent years and now has around 100 full-time staff and a state-of-the-art Volvo chassis fleet of around 80 coaches. Based in Lower Sydenham, south east London, the company operates from a purpose-built 2.6-acre site. Clarkes primarily provides high-quality services throughout the UK via agents for visitors from the USA, Europe and the Far East.

Clarkes has always had extremely high standards and throughout its 35-year history has always been highly successful and has aimed to lead the coaching industry from the front. The workshops have been granted the status of MoT Testing Station by the Department of Transport and are fundamental to the high quality condition of all the company's vehicles. The role of staff as ambassadors of the company has also long been recognised, and training has always been a top priority.

Clarkes' recognition that there is

always room for improvement led it to embark on a process of transformation that would enable it to become a strategic organisation poised for the next century and the new challenges both from the outside world and the coaching world.

For example, Clarkes had to find a way to maintain prices linked to the quality of service during a period of 25 per cent growth in fleet and personnel. The company had to plan carefully, adopting a proactive management style to ensure it came through the period of transition smoothly.

To guide it through this period of significant reorganisation, Clarkes engaged the expertise of south-east based management consultants, the Everard and Smeed Partnership (ESP). Prior to ESP's involvement, the Clarkes culture did not involve any formal meetings or forums for open communication between management and staff.

Although the directors always had a distinctive master plan in their heads, it was never formally laid down as a business plan nor communicated throughout the organisation as a company vision. 'Best Practice' was the ideal Clarkes wanted to meet and this would involve the creation of a business plan, the setting out of goals and the evaluation of the resulting implementation and achievement - Investors in People would be the catalyst to allow the company to embark on this self-diagnostic process.

A new organisational structure was put in place involving the family directors and a tier of functional managers, each responsible for a discrete part of the operation and staff within it. The new team has recognised the need to continue to focus on a complete company training effort, and to make the communications systems with all staff clear to achieve optimum performance. Having investigated several



INVESTOR IN PEOPLE



'Investors develops people to meet an organisation's needs and helps individuals to fulfil career aspirations. It also spurs employers to improve the way they manage their workforce and, therefore, their business'

Clarkes: CBW industry award winner in 1995 and 1996 and first to aim for Investors in People

different approaches, the Investors in People (Investors) framework was chosen as the ideal vehicle to support this process. Work to achieve the standard got under way in the Summer of 1994 and covered all aspects of the company.

Investors develops people to meet an organisation's needs and helps individuals to fulfil career aspirations. It also spurs employers to improve the way they manage their workforce and, therefore, their business, with consequent positive effects on workforce and business performance.

Investors enjoys widespread backing from all sides of the British industrial and political scene. Within the National Targets for Education and Training, for example, an objective has been set for 70 per cent of all organisations employing 200 or more employees, and 35 per

cent of those employing 50 or more, to achieve the standard by the year 2000.

Fundamental to Clarkes' attainment of Investors was the way in which it addressed the sizeable gap between management and staff perceptions of the company practices and systems. Individual, in-depth staff interviews, a staff/management survey and a SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis were undertaken. Key issues were brainstormed by all interested parties to realise all possible problems and solutions and the jargon of management and training was cut through to enable clear communication in plain English.

● **In a fortnight, read how Investors gained commitment from the employees and how Clarkes saw it could be used to begin to move the company through the enormous task of self-evaluation and transformation.**



Taylor made



Today's competitive economic climate means an IT graduate like Maxim Taylor (left) is ideally suited to run this family-owned business.

Alan Millar reports

THE future of family-owned coach businesses rests with people like Maxim Taylor who, today, shares day-to-day control of the 80-year-old Hampshire family firm, Taylors of Sutton Scotney, with his mother Alexandra. He's a university graduate who understands computers at least as much as B10Ms or Javelins and who is thinking of how the 26-vehicle coach and school bus business must adapt to meet the challenges and demands of the 21st century.

With that sort of pedigree, you would guess correctly that this isn't a man who had to join the family business. His father Basil, who died about a year ago, was more likely to have dissuaded him and it was widely assumed that he would end up much further afield. "I came straight out of university about four years ago and chose to go straight into the business. My father never tried pushing me into it. I was doing IT at university and presumed I would go into a computer-related job."

Instead, there's a pile of computer manuals in his office and, with an air of possibly false modesty, he says he enjoys "playing around" with computers. "We've got

booking details, information for drivers and all the invoicing details. It's all linked into the accounting system and there's very little actual paperwork involved. As soon as a booking comes in, we can post an invoice the same day. Before, it used to wait in a pile for typing."

That keeps Taylors – serving a triangle bounded by Andover, Basingstoke and Winchester – on a par with the better computerised coach companies around the country, but Maxim Taylor is already working on the next stage, The Internet. "We only joined it at the end of November, but I hope it might serve a purpose for us, communicating with suppliers and looking for customers outside the UK, especially in the United States."

Without giving away too many secrets, he says he hopes to be able to reach sources of incoming business from the States without having to deal with intermediaries. "You find that most establishments in the States are a few years ahead of us in the IT field. If we want to keep our heads above the water, we have to catch up with them."

the Coach Manager system for Windows and it's working quite well. We've had it in for six months and it has made the job a lot easier. There are fewer errors, we spend less time writing things down and it's easier for invoicing.

"In one system, we've got all the

At a more down-to-earth level, Taylors has begun to take action to cope with a shortage of PCV-trained drivers in the area. There's no obvious cause, although good hourly rates at Stagecoach's Hampshire Bus subsidiary may have played a part. Now, Taylors is starting to train up some hitherto inexperienced drivers, but it isn't prepared to drop its standards. "I'm quite strict on who we will employ," says Mr Taylor. "We always check out references for applicants and are alert to danger signs like someone who frequently moves jobs."

And Maxim Taylor does know his B10Ms, Javelins and other inescapable aspects of coach operation as much as he understands computers and personnel selection.

The fleet, in fact, is a complex mix of different sizes of vehicles suited to the various market niches that Taylors exploits. At one extreme, there are four executive coaches while at the other are nine Bristol VR double-deckers and some single-deckers dedicated to school contracts. There also are three Iveco Daily minibuses,



Taylors is the only operator of school deckers in the area



Mix and match: the Taylors fleet is a complex mix of vehicles

two Toyota Optimo 21-seaters and a pair of Berkhof-bodied 35-seat midicoaches – one based on a Dennis Javelin, the other on an MAN.

Mr Taylor says the smaller vehicles are particularly useful. "We bought the Ivecos to replace three six-year-old Mercedes minis which could have lasted longer but were getting a bit past their sell-by date for our customers. We use two for school contracts, but we've had one of them fitted with air conditioning, reclining seats, magazine racks and carpeting for small-group private hires. Normally, on those hires, we would give them a 35-seater, but we find we get groups of 10 or 12 people going for long distances and this is more suitable."

The Optimos do a mix of hire and contracts and, in his experience, are limited mainly by their restricted luggage capacity. "We have looked at the Optimo's competitors, but we don't feel that they look the part."

After 18 months, he says the two 35-seaters are the busiest coaches in the fleet. "They are out all the time on private hires, excursions and holidays. We find that group sizes are not up to 50-plus people and we get a very good reaction to these coaches when numbers are low. In this area, there are quite a few parts of the country which are difficult for access in and out – and the midis are a lot more economical than 12-metre vehicles."

Indeed, he has some strong views on the fuel economy of the larger coaches on the market today. "It's time that manufacturers started to address this issue. Ideally, I would like to get 13 mpg out of every coach in the fleet. Certain vehicles do that, but the worst performers are around 9 mpg on average. Most coaches, as they have gone through Euro 1 and now Euro 2, have

become less economical, even if they are quieter and cleaner, whereas cars seem to have met more stringent standards and become more economical. Fuel costs are becoming a more and more important part of total costs. They used to be insignificant."

Although school contracts help provide all-year income for the business and employment for a core team of drivers, they are not without their own longer-term worries. As the only operator of double-deck school buses in the area, Mr Taylor realises that they will have to be replaced sooner or later with something more suited to the needs and expectations of tomorrow. "There's no parent lobby against them now, but I can see it happening. Personally, I don't see them doing more than another four years," he says.

"The pressure to replace them will come from the general public because of the lack of safety features, and from the European Union which seems to want to get rid of double-deck vehicles. I think you will find them being replaced with economy coaches with around 70 seats in them. But we could only use them for 190 days a year and they would be no good outside school term." At today's values, he says these vehicles would need to sell for a maximum price of £90,000 if operators are to afford to buy them.

And that is the view of a man who believes it is possible to dictate the rates for which his company will work – even to persuade education authorities to pay annual inflation-indexed rises. "If you push for good rates, you can achieve them if you also show your customers that your service is worth the money. Operators shouldn't be scared to raise their prices."

CBW



AW GROUP

Lewis's passengers are 'over the moon'

Luxury Iveco EuroRider with Beulas bodywork bringing in the repeat business for long-established Rugby-based operator

THIS stylish Iveco EuroRider with Beulas bodywork has joined the fleet of Rugby-based operator Lewis's Coaches.

The luxury coach comes as standard with 49 seats, toilet, full, factory-installed air-conditioning, anti-wheelspin, anti-lock braking, Telma retarder and 345 bhp engine. Norman Lewis says that's just the thing for his family firm.

"People are getting a bit more particular about the coaches they travel around in," said Mr Lewis, the third generation to run the company. "Nearly all the excursion and tour passengers we carry are

by Mark Williams

repeat business, and they are absolutely over the moon with this vehicle."

Mr Lewis said the new coach would help build on an excellent year's trading, with business improving in all areas, including European tours: "Excursions and private hire have been particularly good," he said.

"And I'm very pleased with the EuroRider. It's very attractive and a modern shape, the seats are comfortable, and its engine is very powerful."

Lewis's was established in

1904 by Norman Lewis' grandfather.

It still trades from the same, two-acre site in the centre of Pailton village, and Norman's son Trevor is now involved in the running of the company, as is Norman's wife Doreen.

The company has its own travel shop in Rugby, Lewis's Travel Bureau, from which it sells its own products.

It runs 14 vehicles, most of which are Javelins and all of which have Plaxton bodywork. The fleet includes three school buses but, of the remainder, nothing predates 1988.



PLAXTON

Deckers to low-floors

COWIE subsidiary County Bus & Coach has converted two south Essex double-deck routes to low-floor midi operation with a baker's dozen of Dart SLF Pointers.

The routes, which link Grays and Romford with Thurrock's Lakeside Shopping Centre, were considered a natural choice for low-floor, since they are used extensively by young mothers and the elderly.

"We introduced a new timetable and new buses as part of a drive to make the service more attractive," said County Bus chief engineer Adrian McGee. "These are bus routes, yet we are finding the new Pointers are already attracting a significant number of parents with baby buggies, taking advantage of the first-class access."

They are County Bus's first low-floors, though it runs 40 conventional Pointers. The new buses are 42-seaters with three tip-up seats. They join a fleet of 220.

HUGHES DAF

A truly inte

ON Time EU has picked a Dutch chassis and Belgian bodywork for its first, full-sized coach... this Van Hool Alizee on DAF SB3000.

The European style of the company name should be a big enough hint that this Wandsworth operator is a truly international company,





International company

providing transfers for incoming groups, and run by a partnership of two Italians.

"We got our first full operator's licence three years ago," said Ciro Vidali, whose business partner is Lucia Masotina.

"The core of our business is transfers, but we also do sight-seeing trips

and private hire."

As a first foray into coaching, the Van Hool is a royal introduction. The 49-seater has air-conditioning and all the usual refinements of a top-quality machine. If it didn't, Mr Vidali says he would be faced with lower prices for more hassle.

"Tour operators deal on two levels - price and quality. If you drop the quality you have to put the prices down, but older vehicles will give much more trouble.

"So far, the DAF has been fine... though, since delivery, there hasn't been much call for the air conditioning."



DENNIS

Darts don't need subsidy

DENNIS'S Coaches' six Dennis Dart SLFs have proven so popular that the small independent has ordered two more. The Plaxton Pointer-bodied low-floor buses were bought by the Ashton-under-Lyne independent last Autumn in response to direct demand from its passengers. Even without any subsidy of any sort, they have proven a profitable purchase.

Dennis's had tried to get grant aid for the capital cost but failed. In

the end, director Roy Cooper decided to go ahead anyway.

"A growing number of our customers were aware other operators were running low-floor buses and we were increasingly being asked when we were going to introduce them.

"The response from our customers has been excellent. I'm very pleased," said Mr Cooper. "We are allocating them to specific duties."

CBW



Insurance add

SUSSEX-based Commercial Vehicle Management has added insurance to its package of lease and hire for the coach and bus industry.

In conjunction with Hanover Park Group plc, it can provide its Transure vehicle and ancillary insurance, plus two packages which insure against operators becoming unable to repay their finance. Keyman Life provides life cover, and Keyman Plus adds accident and sickness to the cover.

"The development of our services reinforces our corporate philosophy of offering customers a choice of solutions tailored to suit their requirements from one source," says Ian Woodley, general manager of CVM, a member of the Lease Plan Group.

Details from CVM on 01903 858270.

Program assesses risk related to new regs

Health and Safety at Work Act provisions are set for major changes from next year, says Mark Williams

WHEN the Provision and Use of Work Equipment Regulations 1992 come into force next January, a computer program being offered by Longlands Advisory & Consultancy Services may seem a worthwhile investment.

The 25 new regulations

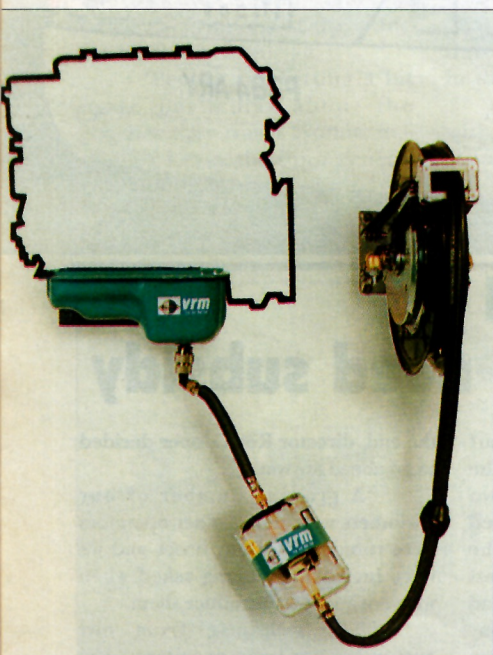
replace much of the Health and Safety at Work Act 1974, applying to all equipment, from hammers to vehicle lifts.

The Windows-compatible programme, jointly developed by Longlands Advisory & Consultancy Services and Pilz UK, systematically assesses risk in all areas of PUWER, then automati-

cally generates all the necessary documentation.

The *Puwer & Simple* programme costs £150 but is reduced for existing LACS and Pilz customers.

Contact LACS on 01642 300100, fax 01642 300893, e-mail 100765.1274@compuserve.com.



The new VRM Oil Change System

Easing your oil changes

OIL changes can be messy and time-consuming, and repeated removal of the sump drain plug inevitably increases the risk of it loosening or the seal being broken.

The VRM Oil Change System being marketed by Alentec Orion uses a once-in-a-lifetime replacement drain plug with a built-in valve, and a low-pressure pump which both removes and replaces oil.

Alentec claims the device can remove engine oil in under a minute and replace it in about the same time... an operation which normally takes 15 minutes. And for the doubters, it has produced a video which is free to CBW readers.

Contact Alentec Orion on 0116 243 3343, fax 0116 243 2306.

Roof-mounted fan may be boon for conversions

A SUPER-slim roof-mounted ventilator fan from Pacet Manufacturing could be a welcome addition to many van-based vehicles.

Conversions sometimes suffer from poor ventilation for the simple reason that their original equipment is purely for the benefit of the front seats. Surrounded by glass and sometimes with no opening windows, passengers can be stifled.

Pacet's new fan is both stylish — extending only 40 mm above the roofline — and practical. The wedge-shaped dome, which incorporates a forward-facing splash dam, has a 12 volt or 24 volt fan built into it. Air can be extracted or blown in through the black grille on the interior.

For details, contact Peter Eva at Pacet, on 01628 526754, fax 01628 810080.



Guide to engine parts

AE Auto Parts has a new applications guide to its parts range for German engines.

The T&N subsidiary claims its range is the most comprehensive in the market, covering a wide range of German-built commercial vehicles. All are manufactured to OE specifications, says AE.

Contact AE Auto Parts on 01274 723481, fax 01274 308746.



Coachmart

VOLVO

Pre-owned coaches

Proven, productive, profitable.
Perfect for your operation.

1991 (H) TALBOT EXPRESS

Triaxle, Pullman Minibus with wheelchair lift, 2.5 turbo diesel, will PSV, excellent condition

£7,995 + VAT
**01952 884287 or
0860 558281**

67473/CM

1976 AEC 760

45 seater Plaxton Supreme, fitted carpets throughout, seat-belts, additional entry step, radio P/A, private plate, MoT April 1997

£4,000 + VAT ono
includes numerous spares
0181 883 4105

67486/AEC

1985 VOLVO B10M Plaxton Paramount 3500

49/53 recliners with O/S centre demount toilet. Double glazed, Webasto, full draw curtains. To be sold with 1 years MoT. Service history from new.

£39,850 plus VAT ono
Also

1986 VOLVO B10 Plaxton Paramount

53 recliners, recently retrimmed

£42,850 plus VAT ono
Inspection facilities available.

**INGLEBY'S LUXURY
COACHES LTD**
Tel: 01904 637620

67478/CM

VOLVO B10M CAETANO ALGARVE 1986

TV/video, coffee machine, water boiler, centre demountable toilet, 49/53 seats, tested May 97.

£40,000 + VAT
Tel: 01780 481367

67455/CM

WANTED 1982/1984 VOLVO B10M

Preferably with Duple Caribbean body, must have a manual gearbox, prepared to wait for the right vehicle

Tel: Red Rose Training
01204 862999 (Bolton)

67487/CM

BEDFORD YMPs PLAXTON PARAMOUNT 32D Late 84, 31 recliners, 4 months MoT, excellent condition

£25,500

B10M VOLVO VAN HOOL ALIZEE

Feb 87, 49 recliners, WC, fridge, tea machine, excellent condition

£60,000
Tel: 0191 488 2430

67552/CM

1984 VOLVO B10M JONCKHEERE P90, 57 recliners, toilet, excellent condition

£25,000 + VAT

1983 VOLVO B10M BERKHOF ESPRIE, 49 retrimmed seats, toilet, coffee machine

£23,000 + VAT

1986 LEYLAND TIGER, repowered Volvo B10M, 49 seater plus toilet

£25,000 + VAT

1987 MERCEDES 609, 24 seater, coach spec, power door, new engine

£12,000 + VAT

**ALL AVAILABLE WITH NEW
TICKET**

TEL: 01530 263902

67560/CM

1987 BEDFORD PLAXTON 3200

12 metre, PSV'd, VGC,
almost new tyres.

Vehicle must be seen

£26,000

Tel: Craigavon
(01762) 341468

67520/CM

1987 BEDFORD PARAMOUNT YMT

53 seats, radio/
PA, fitted belts,
tax, long MoT

£19,500
Tel: 0151 666 1616

67464/CM

BUSES

Rental, lease or contract hire

SLF DART, MARSHALL OR
WRIGHTS BODYWORK

New stock

SHORT OR LONG TERM

Quoting 'BC'

DAWSONRENTALS

Tel: 01908 218111

67567/CM

1991 (J) DENNIS DART BUS, 10mtr 40 seats
+ 20 standee**£43,000**

1992 (K) DENNIS DART BUS 10mtr 40 seats
+ 17 standee**£48,000**

1989 (G) LAG PANORAMIC, 49/53 seats, 2
TV's, centre toilet, fridge, coffee machine, air
conditioned, alloy wheels, d/g, curtains and
blinds, drop driver**£65,000**

1991 (H) VAN HOOL T815, 49/53 seats, TV,
centre toilet, fridge, coffee machine, d/g,
325bhp Cummins engine, 7 speed box, (used
on our English Tours).....**£79,000**

1991 (J) CAETANO 10mtr MAN, 31/33 seats,
TV, rear toilet, coffee machine.....**£55,000**

Williamson's Holidays
Shrewsbury (01691) 682232

67583/CM

OPTARE CITY PACER

Engine under warranty, 1987, bus
service 25 seater, MoT October 1987,
V.G.C.

£5,750 + VAT

LEYLAND CUB

Engine under warranty, 1981, bus ser-
vice 30 seater, MoT July 97

£3,250 + VAT

BRISTOL LH

1973, 35 seater, bus service, testing
now

£1,750 + VAT

**Tel: 0181 365 3652 or
0378 768257**

66440/CM

1988 VOLVO B10M PLAXTON PARAMOUNT,

49 recliners plus courier, rear offside
demountable toilet, continental door,
Webasto, telma, ferry lift, double glazing,
curtains, drinks machine, radio, cassette
and pa system, wired for video, carpets
under seats, full MoT, immaculate condi-
tion**£59,750**

1982 PLAXTON VIEWMASTER GT VOLVO
B10M Allison automatic with built-in
retarder, 49 recliners, offside rear sunken
toilet, continental door, drivers bunk,
radio, cassette, pa system, video, cur-
tains, drinks machine, ferry lift, full MoT.

Telephone

SILVERSTAR COACHES
on 01286 672333

67514/CM

LEYLAND LEOPARD 11 METRE ALEXANDER SERVICE BUSES

All with semi-auto transmission, power steering, cab
doors, destination boxes, tyres & VAT extra

OSJ 607R, 53 seats + standees, 1976,
MoT 7/97**£4,000**

YSF 97S, 53 seats + standees, 1977,
MoT 7/97**£4,500**

YSF 99S, 53 seats + standees, 1977,
MoT 3/97**£4,250**

TSJ 74S, 53 seats + standees, 1977,
MoT 12/97**£4,750**

GMS 291S, 53 seats + standees, 1978,
MoT 4/97**£5,000**

GMS 310S, 53 seats + standees, 1978,
MoT 8/97**£5,000**

EGB 51T, 53 seats + standees, 1978,
MoT 8/97**£4,750**

EGB 60T, 53 seats + standees, 1979,
MoT 7/97**£5,000**

ULS 322T, 53 seats + standees, 1979,
MoT 10/97**£5,500**

ULS 334T, 53 seats + standees, 1979,
MoT 5/97**£5,250**

DOUBLE DECK ATLANTIAN AN68

WVM 901S, 75 seats + standees, 1978,
MoT 2/97**£3,250**

CWG 691V, 75 seats + standees, 1979,
MoT 10/97**£3,500**

CWG 683V, 74 seats + standees, 1979,
MoT 12/97**£3,750**

ERF 6x4 Breakdown Truck
.....**£1,250 + VAT**

FUEL TANK (21,000 litres) plus pump

.....**£1,250 + VAT**

WAYFARER III EXMS, plus Modules +

base plate.....POA

Phone 01204 668112

BLUE BUS & COACH

Horwich, Nr Bolton, Lancs

67558/LE



Tel: 01733 467147

Fax: 01733 467154

Classified

SCANIA BUS AND COACH UK LIMITED



89 DAF SB3000 LAG PANORAMIC
ZF 6 speed gearbox, 49 R+C, video/monitor, radio, PA, cassette, drivers bunk, drinks machine, continental door, refrigerator and centre sunken toilet



88 DAF INTEGRAL BOVA FUTURA
ZF 6 speed gearbox, 49 R+C, radio, PA, cassette, continental door, and centre sunken toilet.



90 SCANIA K113CRB VAN HOOL ALIZEE SH
GS772 gearbox, 49 R+C, retarder, video/monitor, radio, PA, cassette, driver bunk, continental door and centre sunken toilet.

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WEST MIDLANDS & WALES
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Andrew Hamilton 0589 444737
OFFICE CONTACT
James Sloan 01909 500822
CALL NOW FOR FURTHER DETAILS ON THESE AND OTHER VEHICLES



92 SCANIA K113CRB PLAXTON 3500
GS772 gearbox, 51 R+C, retarder, video/monitor, radio, PA, cassette, continental door, aircraft type locker doors and centre sunken toilet.



92 SCANIA K93CRB DUPLÉ 320
GR801 comfort shift gearbox
55 F+C, radio, PA, cassette, drinks machine, rear saloon toilet



93 VOLVO B10M PLAXTON PREMIERE 350
ZF 6 speed gearbox, 49 R+C, video/monitor, radio, PA, cassette, continental door and centre sunken toilet.



88 MERCEDES 0303 RHD INTEGRAL
EPS gearbox, 49 R+C, air conditioning, video/ 2 monitors, radio, PA, cassette, drivers bunk, drinks machine, refrigerator and centre sunken toilet.



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FIRST FOR QUALITY AND SERVICE

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FAX: 01909 500165



BEDFORD

1979 BEDFORD YMT, PLAXTON, 53 seater, tested Dec 97, seats recovered 1995, recon engine fitted Sept 1996, power door, radio/tape deck, 2 previous owners, good honest reliable motor. £3,995 + VAT. Tel: 01773 719278, Notts/Derbyshire. 67498/BE

1985 BEDFORD YNV, DUPLÉ LASER II, 57 seats, low mileage, exceptionally clean, new test, £14,250. Tel: 01698 870242 or 01698 870289 (eves and weekends). 67488/BE

BRISTOL

BRISTOL VR ECW, Gardner, 74 Moquette seats with long ticket. As good as any available in the UK. Tel: 01473 822277. 66437/BR

DAF

HARRIS COACHES

1993 'K' DAF

SB3000/VAN HOOL

48 seat, air conditioned executive continental exit, toilet, drinks, courier, very good condition throughout, choice of two identical vehicles with long MoT's

£112,000 ono

A rare opportunity to acquire late examples of these reliable vehicles at an attractive price!

Contact Frank Harris
01708 864911

67409/DAF

DAF

DAF MB230 VAN HOOL ALIZEE

November 1987
Centre toilet and continental door, twin screen video, hot drinks, fridge and microwave facility.
To be sold with rear demountable servery unit and five way rear seat, 46/51 reclining seats. Tables available if required.
Ex-Everton FC team coach, excellent condition throughout.
MoT until November 1997.
£58,500 plus VAT ONO.

DAF SB3000 DKV VAN HOOL ALIZEE

November 1987, private plate.
Centre toilet and continental door, twin screen video, hot drinks and 51 reclining seats.
Excellent condition throughout.
MoT until November 1997.
£55,000 plus VAT ONO

TEL: 01942 727985 (Lancashire)
EAVESWAY TRAVEL LTD

67400/DAF

1989 DAF SB2300, CAETANO ALGARVE, low driver, 53 recliners or 49 with mid toilet/continental door, crew seat, double glazed, Webasto, full service history, lovely coach inside and out, £51,000 + VAT ono. Tel: 01823 680288. 67444/DAF

PP BOVA FUTURA

49 str + C, centre service, MoT May 1997, repanelled and painted in 2 pack white

£28,000 + VAT

PP DAF SB2300 PLAXTON

PARAMOUNT 3200

49 str + C, centre service, new stretch panels and painted in 2 pack white, MoT Dec 1997

£21,000 + VAT

Both vehicles in excellent condition & part exchange will be considered.
Tel: 0191 527 0535

67452/DAF

DAF SB2300, PLAXTON PARAMOUNT 3200

1985, MoT Aug 97, tax June 97, 55 seats with seatbelts, radio/cassette/PA, curtains, good condition.

£24,950 ono + VAT

Tel: 0181 531 7854

67458/DAF

DAF

Rental, Lease or Sale!

DAF MB230

PARAMOUNT 3500

49, toilet, cont door, plain white, 1989 'F'.

Quoting 'BC'

DAWSONRENTALS LTD

01908 218111

67450/DAF

DENNIS

DENNIS DART/ POINTER BUS

1992, 43 seats, 17 standing, Telma, 9.8 metre single door, low mileage, used on corporate contract. Year's MoT.

£49,000 + VAT

TAPPINS,

Didcot 01235 819393

67415/DE

Coach and Bus Week ending 18 JANUARY 1997

Say you saw it in **CBW**

DENNIS

DENNIS

RENTAL, LEASE OR SALE!

JAVELIN GX 1995 'N' CAETANO

ALGARVE II

49 + rear toilet, cont door, drinks, plain white. *Quoting 'BC'*

JAVELIN GX 1996 'N' CAETANO

ALGARVE II

49 + rear toilet, cont door, drinks, belts, plain white. *Quoting 'BC'*

JAVELIN 240 1996 'N' CAETANO

ALGARVE II

53 + cont door, belts, plain white. *Quoting 'BC'*

DAWSONRENTALS LTD

Tel: 01908 218111

DODGE

DODGE S56 MINIBUS, full MoT, very good condition. £2,950 ONO. Tel: 0121 558 0087. 67578/DO

DOUBLE DECKER

MCW METROBUS

1987, 75 seats, single door, Gardener engine, year's MoT

£49,500 + VAT

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Didcot 01235 819393

JOHN FISHWICK & SONS

2 x 78 DAIMLER FLEETLINES

74 SEATS

£7,500 EACH PLUS VAT

2 X 1974 LEYLAND ATLANTEANS

74 seats

£5,500 plus VAT

All vehicles in good condition with long MoT's

Tel: Mr J C Brindle

01772 495797

67448/DD

FORD

1982 FORD DOMINANT IV. 46 reclining seats, double glazed, curtains, courier seat, toilet, radio/PA. Many new parts, tested till Nov '97. Nice example. £6700 ono. Tel: 0114 245 4519. 67500/FO

NEW FORD 8 seat luxury Tourneo, belted and carpeted. Also 14 and 16 seater PSV available now. Tel: Blythwood on 0141 221 3165 or 0141 639 6107 (eve). 67576/FO

FORD

T REG FORD PLAXTON R1114 53 SEATS, good tidy coach, taxed April/97, MoT just expired, ideal contract coach. £1,850 ONO + VAT. Tel: 01706 622297. 67582/FO

EOS

EOS 90

1995, M reg, immaculate touring coach, MAN engine, ZF box, 49 recliners, toilet, coffee machine etc, centre continental door, low mileage, silver paint colour, only used on our own tours, no schools, includes unused box of spares, available now, MoT September 1997

£125,000 ono

Tel: 0113 252 6033

0113 252 2305

0113 51 1900 evenings

67387/EOS

LEYLAND



Leyland 698 Reeve Burgess

1986, 30 seats or 12 wheelchairs with Linwell Hideaway lift, tinted windows, Everspacher heating, radio/cassette, power door.

All owned from new, low mileage, new MoT, choice of 8

£9,950 + VAT

PATTERSONS COACHES

West Midlands

0121 471 2000

67459/LE

T, V and X reg LEYLAND TITAN

Double deck, two door, Gardner, 6 LXB, quantity available

ENSIGN BUS & COACH SALES LTD

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67293/LE



★ Pre-owned coaches ★



Scania K113 Plaxton Paramount 3500 51 reclining seats with arm rests, centre demountable toilet, air conditioning, TV and video, courier seat, servery, double glazing, selection of two first registered 8/11/91

1993 Volvo B10M Plaxton

Premiere 320 50/53 seats, reclining seats with arm rests, fully carpeted, Telma retarder, rear continental door, radio & PA system.

1993 Volvo B10M Plaxton

Premiere 350 51 seats, reclining seats with arm rests, rear continental door, rear demountable toilet, double glazing, radio & PA system.

1989 DAF MB230 Van Hool Alizee

51 seats, Telma retarder, centre sunken toilet, centre continental door, double glazing, moquette to roof, reclining seats with arm rests, radio and PA system, curtains.

1990 Merc V10 Neoplan Skyliner

79 seats, fully automatic centre continental door, toilet, servery, reclining seats with arm rests.

★ Triple Choice Diamond plan now available on selected used vehicles

Call 01909 551166 for further details NOW!

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CHOICE ★ QUALITY ★ VALUE

Talk to your pre-owned Volvo coach specialist today.

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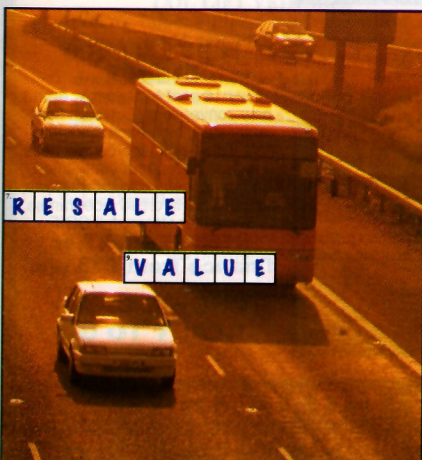
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VOLVO

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LEYLAND

P-T Reg Leyland National 1

49/41 seats, some with long tickets, 15 to choose from
Prices £2,000-£3,000

W Reg Leyland Leopard

Fitted duple Dominant 47 seat service bus body, power steering and semi auto box, being recertified

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ALL PRICES PLUS VAT

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Ex-MOD, LHD,
1985-1989, low mileage,
Wadham Stringer body
or Plaxton

£6,000-£10,000

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LEYLAND LEOPARDS FOR SALE, 1978 TO 1980

£2,500 to £4,500
Some with recent engines and long MoT's

For details phone
0191 527 0535
Co Durham

LEYLAND LEOPARD

52 seats, private plate, new test.
£50,000 + VAT
Tel: 01875 614312

LEYLAND DAF (SHERPA), 1987, 20
seater minibus, fitted with high back
moquette seats, seatbelts, power door,
destination gear, MoT til May 97, a super
dual purpose vehicle, **£3,000, no offers.**
Bedford 01234 752252.

1982 LEYLAND LEOPARD SUPREME
V, 53 remounted seats, new MoT,
recent engine overhaul, ZF manual gear-
box, air door, excellent condition, **£7,500,**
no VAT. **Tel: 01226 382473.**

1982 TIGER SUPREME V, semi-auto,
tested July '97, new engine fitted Nov '95,
very clean and straight. **£12,000 + VAT**
ONO. Tel: 01639 882153.

1983 LEYLAND TIGER, Plaxton
Paramount 3500, recent retrim, wired for
TV/video, drinks machine, 49 seats, toilet,
MoT Oct 97, private plate. **£21,000 + VAT.**
Tel: 01268 520205.

1991 H LEYLAND DAF DIESEL 200
SERIES, fitted with 8 forward facing seats
and 3 point seat belts which conforms to
regulation 46/47 rear loading doors, good
condition, taxed + MoT'd until May 1997,
£2000, no offers. Bedford 01234 752252

LEYLAND LEOPARD, very good condi-
tion, full MoT. **£3,500 ono. Tel: 0121 558**
0087.

LEYLAND TIGER, PLAXTON 3500,
1983. 49 reclining seats, toilet, TV, dou-
ble glazed, new engine, resealed, new
MoT, excellent condition. **£23,500 + VAT.**
Jones International 01558 822985.

1991 LEYLAND DAF 400, M2M conver-
sion, 16 seats, 2.5 turbo Peugeot engine,
taxed, MoT March 1997, excellent tyres,
very reliable, owned from new, interior
immaculate, body fair (needs paint),
hence **£6,500 + VAT. Tel: 01745 853251**
(North Wales).

MAN

1991 MAN, Joncheere body,
32 reclining seats with belts,
rear o/s toilet, drinks machine,
servery, continental door,
radio/pa, tv/video, Webasto
heating, in immaculate
condition, to be sold with 12
months MoT

Late **Leyland Leopard** or
early **Leyland Tiger 11m**
Plaxton may be taken in part
exchange.

For more details
phone **Andy James on**

01666 505585

MERCEDES

608D 1982 Y REG, REEVE BURGESS,
19 seats, used on excursions/tours, MoT
4/7/97, recent engine change, alternator,
batteries, starter, well maintained, **£3,750**
+ VAT ono. **Tel: 0181 546 3445.**

87 BEDFORD 3200, luxury Exec, 28
recliners, toilet, TV, servery, 8.5 metres,
new test, 500 engine, part exchange wel-
come. Tel: Blythswood Motors 0141 221
3165 or 0141 639 6107 evenings.

NEW MERC 611 TURBO, luxury 24
coach seats, all removable or 6 wheel-
chairs and underfloor tail-lift. this is a
genuine dual purpose coach with power
door in stock now. **Tel Blythswood**
Motors 0141 221 3165 or 0141 639 6107
(evenings).

MERCEDES SERVICE BUSES,
94/95/96 709 + standees, also 814 31
seat dual purpose, coach seats, Diptac
poles + 95 33 seat 814 coach spec, low
mileage, part exchange welcome. **Tel**
Blythswood Motors 0141 221 3165 or
0141 639107 venings.

MERCEDES SERVICE BUSES available
now. Manual and auto gearboxes with
new Diptac 300mm + floor height, 29+
standees. Also 33 + 12 standees, Auto
and Telma, choice of bodies. Part Ex wel-
come. **Blythswood Motors, Tel: 0141**
221 3165 or 0141 639 6107 evenings.

611/711 CONVERSIONS, 24 seats,
power door, large boot, available now
with 611 wheelchair/24 coach seats of six
wheel chairs plus 412 Sprinter, 16 seats,
also 16 wheelchairs all in stock now. **Tel**
Blythswood 0141 221 3165 or 0141 639
6107, evenings.

LARGE MERCEDES Coach spec, 37
seats, 814L + 33 seats, 814 forced air,
plus 29 + 25 seats. 711 turbo in stock
now. **Tel Blythswood 0141 221 3165 or**
0141 639 6107, evenings.

MINIS & MIDIS

LUXURY DIESEL 16 seat high roof,
power steering, Leyland convoy.
Immediate delivery, also luxury wheel
chair vehicle, giving 16 coach seats or 5
wheelchairs and 3 seated. **Tel**
Blythswood on 0141 221 3165 or 0141
639 6107, evenings.

MINIS & MIDIS

TOYOTA/CAETANO OPTIMO

1988, 19 seats, owned by us
from new, recent engine
rebuilt, long MoT

£16,000 + VAT,
CHOICE OF 2
TAPPINS,

Didcot 01235 819393

F REG TOYOTA OPTIMO, 6 cylinder
turbo, 18 seats plus courier, blown air,
50,000 miles on factory engine, excellent
condition, **£16,000 + VAT. Tel: 01323**
723447.

F REG TOYOTA OPTIMO, 6 cylinder,
taxed and tested July 97, recent engine
rebuild, TV, video, hot drinks machine,
good clean all round vehicle. **£16,500 +**
VAT. Tel: 01453 521444.

2X L REG 16 seater Leyland DAF
minibuses with seatbelts and underfloor
tail-lifts, long MoT's, **£7,500 + VAT each.**
Tel: 0141 880 7788.

F RENAULT MASTER, LWB, luxury
spec, wheelchair ramp, part exchange to
clear, **£2,495 - JAG 0121 502 2252.**

TOYOTA OPTIMO, private plate, Aug 87,
21 seats + courier, MoT Aug 97, 6
cylinder turbo. **£12,995 + VAT. Pattersons**
Coaches, West Midlands. 0121 471 2000.

94 L LDV, 16 seater turbo diesel, PSV
spec, new conversion, white **£8,995 +**
VAT. Tel: 01633 870783, Mobile: 0374
194077.



F 88 OPTIMO

6 cylinder turbo, executive,
16 reclining seats with
tables, lamps, video, drinks,
fridge, Caetano's 88 show
vehicle, metallic paint,
simply stunning

£19,950 + VAT

FINANCE FROM £85 P/W

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Choice of 16-21 seat layout,
6 cylinder turbo, full luxury
specification, PA, stereo,
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history, excellent condition,
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Luxury 16 seat Mini-coach. Brand
new conversions. Lowered front
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MERCEDES 814D NOUVELLE EXECUTIF
MERCEDES 711D, 24 seats with courier and boot

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LEYLAND DAF 400, 16 seats

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1991 h reg mercedes 609D, 19 + standees, service bus
1990 H REG FREIGHT ROVER, 16 seater
1989 MERCEDES 308D, 14 seater
1989 G REG BEDFORD Midi, 14 seater
1989 F REG MERCEDES 609, 19 seater with power door
1989 G REG MERCEDES 609D, 19 seater coach with seat belts
1986 C REG RENAULT MASTER, 14 seater
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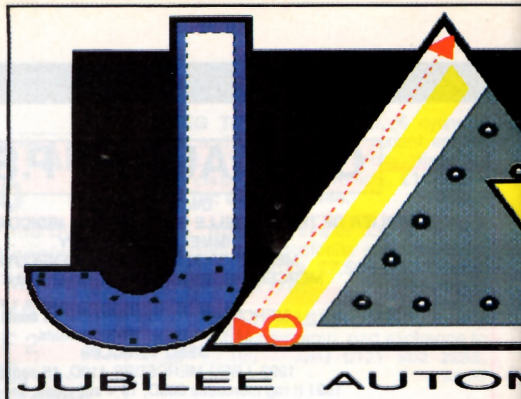
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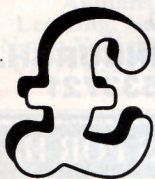
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67557/SC

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67563/SC

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66435/SC

SCANIA

1985

SCANIA 112

JONCKHEERE P50

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67364/SC

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67382/NE

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Offer for sale three Kassbohrer Setra S215HR Mercedes engined coaches all with long MoT's, all registered April 1989. These coaches are low mileage and in immaculate condition. Fitted with 53 reclining seats, courier seat, fridge, radio/pa, curtains, carpets, wabasto, A.B.S. Full service history available. Maintained to highest standards. Full inspection required to fully appreciate the quality of these coaches. Fleet update to full executive standard the only reason for early disposal. Regret no part exchanges but excellent value for money cutting out the middle man at **£85,000 plus VAT each**. Call 0131 5545413 for arrangement to view asking for Ivan or Kevin.

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67465/SET

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67407/SET

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1990 TOYOTA OPTIMO (G Reg)

6 cylinder turbo, 21 seats plus courier seat, full luxury spec, mint condition.

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67496/TO

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VEHICLES SALES MISCELLANEOUS

COACHES FOR SALE

DOUBLE DECKS

1986 NEOPLAN SKYLINER Double
Decker, Oct 1986, on Private Plate. Usual
spec, 77 seats, wired for video, Gardiner
6LYT engine, good test £37,500

1990 SCANIA K113 VAN HOOL
ASTROBEL Double Decker, 67 seats.
Usual extras, toilet, servery etc.

Tested until Oct 1997 £80,000

BRISTOL VRT, 77/78 S Reg, Gardner
engine, 74 seats, long test, very clean £4,250

SINGLE DECKS

1992 SCANIA K113 VAN HOOL
TRI-AXLE Single Decker. Enclosed back,
rear toilet, 49/52 recliners, radio/PA/Video,
5-speed Splitter box, long test £95,000

1987 LEYLAND DOYEN Royal Tiger
exec spec, 49 Vogel recliners, toilet, radio,
PA, wired for video, re-con engine recently
fitted £25,000

1987 SCANIA VAN HOOL ALIZEE
Usual exec spec, newly repainted white,
tested £50,000

MINIBUS

1987 SHERPA 20-SEATER
DORMOBILE Fitted seat belts, taxed
£1,550

PX CONSIDERED

All prices plus VAT @ 17.5%

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67402/VSM

2x 1990 DUPLÉ 425, 53 recliner, full
executive including toilet, boiler, fridge
and video, owned from new and in nice
condition£55,000 each

DAF 1989 DUPLÉ 340, 53 recliner, full
executive including toilet, boiler, video
and fridge, owned from new and in nice
condition£45,000

VOLVO VAN HOOL, 49 seater, full executive
including toilet, boiler, video and
fridge, with full air conditioning, GX chas-
sis£70,000

RENAULT 19 SEATER COACH, fixed
recliner with arm rests, radio PA,
Webasto heating, carpeted, first regis-
tered 1989, 10,000 miles from new
.....£12,000

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1987, 53 seater, first class condition
.....£23,000

01538 306618

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67369/VSM

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NEW MERCEDES 709 29 + 8 Standees with Power
door, Diptac, choice of bodies + Auto. Stock

NEW MERC 711, Service bus, coach built, 29 +
standees. Stock

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sus, Pdoor, large boot. Stock £79,000

NEW MERCEDES 814, diesel, extended coachbuilt
luxury, coach spec, power swivel door, large boot,
forced air, 33 coach seats. Stock £58,000

NEW MERCEDES 711 Turbo, coach built, 29 lux,
Pdoor, l. boot, coach spec. Stock £47,000

NEW 711 Turbo, conversion, 24 seat Luxury, boot,
P swivel door, coach spec. Stock £43,000

NEW MERCEDES 611D, 24 seats, full spec, boot,
power door, luggage racks, radio cassette, coach
spec. Stock £41,000

MERCEDES SPRINTER 412 Lux 16 Turbo. Stock

MERCEDES SPRINTER 412 16 wheelchair. Stock

NEW TRANSIT 16 hi top, LWB, stock.

NEW TRANSIT 14, diesel, 5-spd, s/door. Stock.

NEW FORD TOURNEO, 9 seat, diesel. Stock.

NEW DAF 400, diesel, 16 PSV, coach spec. Turbo.

NEW DAF, 16 hi roof, Convoy. Stock.

WHEELCHAIR PSV IN STOCK

LEYLAND DAF CONVOY, turbo and non turbo, 5

chairs, 16 lux. Stock.

NEW TRANSIT, 16 or 5 w/chairs, Tailift.

NEW MERC 412 Sprinter, 16/5 w/chairs. Tailift.

Stock.

NEW MERC 611, 24/6 w/chairs, Tailift. Stock.

ALL OPEN TO REASONABLE OFFERS

95 MERC 709, service 27+ pen

95 MERC 814, 33 coach spec

95 MERC 709, service 23+ pen, and Plaxton

95 MERC 711 PLAXTON, 25 coach spec

87 RENAULT DODGE, service bus, 29+ standees

95 B10 PREMIER, 49/53, d/glazed, fridge, coffee
machine

94 MERC 709, service 29+ standees.

93 MERC 609 24 coach spec, tested

91 LEYLAND DAF, 16 High roof spec.

90 MERC 709, 25 pdoor, boot, tested

90 TOYOTA OPTIMO, 21, tested

90 TRANSIT LWB, Petrol, 12 seats.

90 TRANSIT, 15 PSV diesel. Tested.

90 TRANSIT, LWB 12 seat diesel PSV

89 DAF, Algarve exec 11.6, toilet, TV

89 MERCEDES 208D, 12 seats

89 TRANSIT Diesel, 14 PSV tested

89 VOLVO B10, 32, 53 + TV, easy shift

89 and 88 DAF BERKHOF SBR 3000, 75 seat
exec d/deck, toilet, monitors, good trim, ready to
work, tested

88/89/90 TALBOT, triaxles. 22+ standees.

88 VOLVO B10 ALGARVE 53 exec, TV, choice of
2

88 TRANSIT 14 diesel, PSV, tested

88 MERC BEAVER 811, 30 + toilet

88 FREIGHT ROVER, 16 diesel, PSV coach

88 TRANSIT, 12 PSV, SWB, Diesel

88 TRANSIT, 12, Petrol

88 TRANSIT, 14 diesel, PSV

87 MERC 814, 29 seats, new test.

87 B10 VOLVO, Plaxton 3500 exec 49, toilet, TV

87 BEDFORD PLAXTON EXEC 3200, 28 reclin-
ers, toilet + servery

86 VOLVO B9, 33 coach seats and standees and
boot.

86 RENAULT DODGE, 20 service, auto

86 R/DODGE, 25 seat, 5 speed

86 MERCEDES 608D, 21 coach seat. Tested.

86 VOLVO B9, Plaxton 33 coach seat + boot and
standees. Autobox

86 BEDFORD, Power Steering, 31 seats or 7
wheelchairs

85 SETRA, exec, 49, toilet, TV

84 B10 VOLVO BERKHOF, executive, TV, toilet

84 MAN VAN HOOL ASTRON, 61 seats, toilet.

83 DODGE R BURGESS, diesel, auto, 17 F dr.

82 B10 GOLD LINER, 53 seat exec.

82 BEDFORD, 35 seat, 8.5 metres.

82 VOLVO VAN HOOL ZF, auto, 49 exec.

82 DENNIS, V8 auto Alexander Service Bus

80 BEDFORD PLAXTON, 31 recliners, tested

79 LEOPARD SA, retrimmed throughout

79 VOLVO IRIZER, 49 seats

78 LEYLAND Duplé, express doors

78 LEYLAND EXPRESS Duplé, 53

77 LEOPARD, re-trimmed new test

77 AEC ZF, retrimmed throughout

77 BEDFORD PLAXTON 45 tested, very clean

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ALL MAKES & SIZES. ALSO ALL EUROPEAN COACHES.
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Mercedes Setra 215HD. '90 G reg.

49 + courier, toilet, fridge, coffee machine, TV/video, radio/pa,
continental door, double glazing, webasto, air conditioning.
Choice of 2



Daf Bova Futura. '90 G reg.
51/55 + courier. Demountable toilet,
coffee machine, radio/pa, driversbunk,
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ever made! The highest spec 53+
on the market! Mercedes 0305 Plaxton
Paramount. '91 H reg. 53 + courier, fridge,
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double glazing, webasto, air conditioning. Choice of 4



These are very high spec. midis and
not to be confused with other products!
MAN 11.190 Berkhof excellence 1000midi '93 L reg. 33
reclining vogels + courier. Double glazing,
toilet, fridge, coffee machine, TV/video, radio/pa,
telma, webasto and air conditioning. Choice of 2

All these coaches come with long MOT's or we will
retest without hesitation. Come and look at these vehicles. I
guarantee you will not be disappointed, and do not forget on
our vehicles everything works.

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67477/VSM

Coach and Bus Week ending 18 January 1997

VEHICLES SALES MISCELLANEOUS

NEW TOYOTA OPTIMOS AVAILABLE IMMEDIATELY

- 1979 LEYLAND LEOPARD, 53 seater, DOM II
- 1980 VOLVO B58 VIEWMASTER
- 1982 TIGER SUPREME VI, 55 seater, ZF box
- 1983 DAF LAG PANORAMIC, 53 recliners
- 1988 VOLVO B10M PARAMOUNT 3500, 51 seater, Exec
- G Reg MERCEDES 814 PLAXTON BEAVER, 35 seater coach
- 1990 LEYLAND DAF 2.5 DIESEL, 16 seater, factory conversion
- 1990 H 811D MERCEDES STARIDER, 25 seater
- 1991 LEYLAND DAF 2.5 DIESEL, 16 high back seats
- 1991 TOYOTA OPTIMO II, 18 seater

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- 1996 MERCEDES 814D MELLOR COACHCRAFT, 33 high back luxury coach seats, air power door, forced air ventilation, drinks machine, choice of two.
- 1995 (Dec) MERCEDES 711D MELLOR COACHCRAFT, 25 high back luxury coach seats, air power door, forced air ventilation, drinks machine.
- 1992 DENNIS JAVELIN (Low Driver) PLAXTON PARAMOUNT 3200, 53 reclining seats, white and grey exterior. New MoT.
- 1989 (Nov) VOLVO B10M PLAXTON PARAMOUNT 3500, 51 reclining seats, courier seat, toilet, continental door, Telma retarder, Webasto, immaculate condition.
- 1988 LEYLAND FREIGHT ROVER 350, Crystal Conversion, 16 seater minibus, white and blue exterior, grey interior.
- 1987 BEDFORD PJK POWER STEERING, PLAXTON PARAMOUNT 3200, 29 seater, new MoT, available now.
- 1986 IVECO CAETANO VIANA, 19 seater coach, blue/grey interior, two tone blue exterior, power door, MoT 23/05/97.
- 1983 LAG GALAXY, 49 retrimmed reclining seats, courier seat, rear offside toilet, continental door, wired for video and monitor, double glazed, curtains, white/blue exterior, blue/grey interior, sold with new MoT.
- 1983 MERCEDES 0303 JONCKHEERE BERMUDA, 49 seats, saloon toilet, white exterior, grey/blue interior, MoT 01/10/97.
- 1983 VAN-HOOL ACRON, 49 reclining seats, courier seats, toilet, new MoT.
- 1980 VOLVO B58 CAETANO ALPHA, 53 seater, white exterior, autumn tint interior, power door, MoT 13/06/97.
- 1979 BEDFORD PLAXTON, 53 seater, MoT 10/05/97, nice condition

IVECO BUS

67483/VSM

AEC RELIANT 760, Plaxton Supreme, 1979, long MoT, seatbelts, £4500 + VAT. Ford Plaxton Supreme R1114, 1980, long MoT, seatbelts, £3250 + VAT. Tel: 0171 476 8986. 67498/VSM

T REG VOLVO B58 DUPLÉ, 53 seater, Grant doors, MoT Nov 97. Engine guaranteed till Aug 98, good condition. £10,000 ono + VAT

C REG FORD 8.5 MTR, 35 seater Plaxton Paramount 3200, MoT Sept 97, good condition, seat belts fitted £22,000 + VAT. 53

DUPLÉ SEATS, red check. £250 + VAT. Telephone: 01373 836303. 67509/VWM

1990 NEOPLAN SKYLINER, 73/77 seats, ex Ebdons, excellent condition £95,000

1989 DAF SB3000, VAN HOOL, low driver, 51 seats, d/glazed, centre continental door, toilet, bunk, TV/video, drinks, recon box just fitted, low mileage, excellent condition.....£75,000

1988 NEOPLAN SKYLINER, 73 seats, recon engine late 96, never Nationalised or Trathened, VGC£75,000

1978 (T) BRISTOL VR, ECW body, Lowbridge, choice.....£4,500 inc tyres
PART EXCHANGE CONSIDERED FOR ANY OF THE ABOVE

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67373/VSM

COACHES For Sale

SINGLE DECK

1989 (F) VOLVO B10M VAN HOOL ALIZEE, 49/53 seats, tv/video, boiler, owned since new, excellent vehicle £6,900

1989 (G) VOLVO B10M Mk III, Ikarus Blue Danube, 53 seats, just sprayed all white, owned since new, vgc £49,000

1989 (PP) DAF SB3000, Caetano Algarve, 49/53 seats, tv/video, toilet, new MoT, recon engine, vgc £54,000

1983 (PP) MERCEDES 0303, Jonckheere P50, 49 seats, toilet, boiler, new MoT, vgc £27,000

1982 (PP) SETRA KASSBOHRER, 52 seats, radio/cass/pa, vgc . . £30,000

DOUBLE DECKER

1986 (C) NEOPLAN SKYLINER, usual spec, 75 seats, toilet, boiler, Gardner GLYT engine . . . £44,000

P/X CONSIDERED.

ALL PRICES PLUS VAT

FOR SALE DUE TO NEW ARRIVALS

SWALLOW COACH CO

Tel 01708 630555;

01708 228116 (eve)

MS/67474

1989 VOLVO B10M AUTO, Plaxton 3500, 49 seats, MoT Sept 1997, full spec, £65,000.

1986 DODGE 50, MoT June 1997, 20 seats, £1750. Tel: 01993 771445.

67556/VSM

HATTS COACHES

Wiltshire Jun 17 M4

Have the following coaches for sale due to new arrivals

1988 PARAMOUNT 3500, TIGER 260, Exec 51 seater, belts, continental door, TV, video, toilet, coffee, double glazed, curtains - you will not find one in better condition, MoT 1-98£44,000 + VAT

1988 PARAMOUNT 3200, TIGER 260, 53 rec, belts, double glazed, tinted, curtains, brown interior, very clean, MoT 8-97£38,500 + VAT

1985 PARAMOUNT 3500, TIGER 245, 51 rec, belts, double glazed, semi auto, retrimmed 2 years, aircraft lockers, continental door, you will not find a better example for year, MoT 2-98£23,500 + VAT

1984 DUPLÉ LAZOR II, TIGER 245, 51 seats, semi auto, Webasto, tinted, curtains, no rust in upper panel, good order, MoT 12 months£13,500 + VAT

1982 BRISTOL LH SUPREME V, 35 seats, good all round workhorse, MoT 3-98£4,500 + VAT

1988 CAETANO OPTIMO, 21 seater, exceptional condition, inside and out, brown interior curtains etc, 12 months MoT£15,000 + VAT

Call Adrian on
01249 740444

67385/VSM

NORTH EASTERN BUS SALES County Durham FOR SALE

VOLVO

1985 B10M Berkhof, ZF auto gearbox, rebuilt eng, repainted and painted white, 53 seats, tested September 97

1983 B10M Duple Goldliner IV, 46 seats and toilet, tested March 97

1982 B10M Duple Dominant IV, 46 seats and toilet, tested February 97

1980 B58 Air/Leaf Plaxton Supreme IV, 12m, 51 recliners, tinted glass, curtains, semi auto gearbox, tested July 97

DAF

1982 MB 200, 12M PLAXTON SUPREME IV, tinted glass, curtains, 53 seats and courier, private plate, test March 97

LEYLAND TIGER

1986 Duple 320 Express, semi auto, 53 seats, ring for details

1983 Duple Dominant IV, single glazing, 55 retrimmed seats, 12m, express doors, semi auto, gearbox, tested July 97

1983 Duple Dominant IV Goldliner, 51 seats, 12m, semi auto gearbox, tested, choice

1981 Duple Dominant II, 51 seats, 12m, semi auto gearbox, tested, choice

1985 Royal Tiger Doyen, 47 reclining seats and courier, toilet, fridge, servery, etc, tested November 97

LEYLAND LEOPARDS

1980 Duple Dominant 1, Phase II, express doors, 53 seats, test October 97

1979 Plaxton Supreme IV Express, 53 bus seats, test May 97

1978 Plaxton Supreme IV, 12m, exhibition unit, panelled windows, soft trim interior, rear lounge, 240v Onan generator, awning etc

LEYLAND NATIONAL

1980 Mk II, 680 engine "B" series spec, 49 seats, test October 97

LEYLAND ATLANTIAN

1978 AN68, Alexander body, 86 seats, test January 98

DAIMLER FLEETLINE

1977, Alexander bodies, 74 seats, - choice

MIDI COACHES/MINIBUSES

1989 G Leyland Swift, Reeves Burgess Harrier Coach, power door, boot, Allison auto gearbox, 37 coach seats repanelled and painted, full test, choice, ring for details

1986 D Fiat Iveco 79/14 Vianna, 19 coach seats, boot, power door, test August 97

1987 D Freight Rover, power door, 16 coach seats, test December 97

1985 B Ford Transit, power door, 16 coach seats, repainted dark blue, test January 98

RING 01207 280353 (w) 01207 570719 (h)

67510/VSM

Coach and Bus Week ending 18 JANUARY 1997

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♦ 1994 Choice of 2 Volvo B10M/Jonckheere, 49 recliners, rear mounted toilet, water boiler, fridge, courier seat, fixed foot rests, driver's fan, radio/pa - nice coaches.

♦ 1993 Choice of 2 MAN/Jonckheere - 51 reclining seats, toilet, water boiler, fridge, Telma, ABS, video, 1 monitor, radio/pa, double glazed, foot rests - in very nice condition.

♦ 1992 Choice of 4 Mercedes OHL290/Jonckheere Deauville, 53/55 recliners, air conditioning, fridge, courier seat, radio/pa - very clean and tidy.

♦ 1991 Bova/Futura - 51 recliners Telma, toilet, kitchen, fridge, radio/pa video - 1 monitor, driver's bunk - in lovely condition.

♦ 1991 Choice of 2 DAF SB3000/Caetano Algarve, 49/53 recliners, demountable toilet, ABS, radio/pa, video, 1 monitor, courier seat, fridge, water boiler, centre door - very clean & tidy vehicles, new MOTs.

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SETRA

VOLVO**VOLVO B10M**

1986

PLAXTON 3200

53 recliners, private plates

£39,000 + VAT

CHOICE OF TWO

Dodds of Troon

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67392/V0

VOLVO
Rental, Lease or Sale!

Van Hool Alizee

49+ centre toilet, cont door, plain white, 1993 'L'.
Quoting 'BC'

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67554/V0

79 B58 IRIZAR EXEC, tested May 97, ZF, excellent runner, £5,000, also 74 Volvo complete with rebuilt engine and ZF box, no test £2,500. Tel Blythwood Motors 0141 221 3165 or 0141 639107 evenings.

66443/V0

VOLVO B58, 1981, 47 seater with toilet, taxed and MoT'd, continental door, new clutch fitted 6 weeks ago, £13,000 + VAT. Tel: 0131 551 4444 ask for Alex.

67554/V0

1986 VOLVO B10M PLAXTON 3500, 49 recliners, chassis autolube, Telma, Webasto, rear sunken toilet, fridge, TV/video, radio P/A, seats retrimmed and belted, tested to October 1997, £32,000 + VAT. Tel: 01274 481208.

67384/V0

1982 VOLVO B10 Van Hool Alizee, AF Auto, TV and toilet, very good order. Part exchange welcome. Tel: Blythwood Motors, 0141 221 3165 or 0141 639 6107 (eve).

67569/V0

1992 J B10M ALGARVE, 51/53 recliners, toilet, drinks, P.A., continental door, courier seat, curtains, good condition, choice of two, £87,500. 01305 852829.

67511/V0

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WANTED: 1984/85 VAN HOOL. Full Executive. Preferably Volvo B10M. Must be in very good condition and original. Preferably one owner, no rubbish please. Telephone: 0114 245 4519.

67552/VWA

1990 VOLVO B10MT
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£75,000 + VAT

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Flights Coach Travel Ltd
Birmingham 0121-322 2728

67230/V0

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67492/V0

VOLVO B58 Van Hool/Plaxton Body, full MoT. £14,000 ono. Tel: 0121 558 0087.

67580/V0

95 B10 PREMIER, 49/53 double glazed, fridge, coffee 94 premier, 49/53 double glazed, fridge, coffee, 89 Plaxton 3200, 88 Volvo Algarve, 87 Volvo 3500. Part Ex Welcome. Tel: Blythwood Motors 0141 221 3165 or 0141 639 6107 evenings.

66444/V0

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66276/AUD

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66436/BFS

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67468/BOP

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67474/BF

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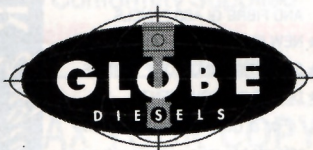
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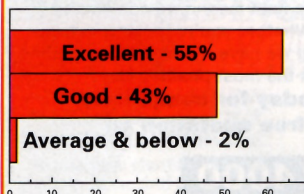
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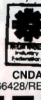
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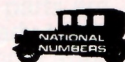
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66408/VEH

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REQUIRED LARGE QUANTITIES OF
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TOP CASH PRICES PAID
WE WILL COLLECT

ALL SPARES FOR ROUTEMASTERS,
DAIMLER FLEETLINES, GARDNER 6LXB,
2 DOOR, REG NUMBERS S, T & V, MOT'D
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	01226 725003
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Established since 1960
(The reliable PSV Dealers)

65688/VEH

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BUS & COACH AUCTION MANCHESTER - BELLE VUE

DIFFERENT NAME, BUT STILL THE SAME COMPANY WHO HOLD 6
SPECIALIST BUS AND COACH AUCTIONS EACH YEAR

OUR FIRST AUCTION OF 1997 WILL BE TAKE PLACE ON
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at Belle Vue Auction Centre, Belle Vue,
Manchester

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Buying or selling contact

John Connolly or Alex Ferneyhough

Tel: 0161-230-6000 Fax: 0161 220 8079

British Car Auctions

66150/AUC

Coach and Bus Week ending 18 JANUARY 1997

Say you saw it in **CBW**

You know the name..... but what's the number?

FIND IT HERE IN THE INSTANT PHONE GUIDE

A — A

AK Carpets, Coach carpets and trim tel: 01254 871879

Autoglass Coach & Bus Services
London 0181 903 6500
South East 01293 525155
East Anglia 01603 788251
South Coast 01202 676040
South West 01454 620515
Wales 01792 790060
Midlands 0116 275 0271
North 0161 624 0025
Tyneside & Cumbria .. 0191 491 0529
Scotland South 0141 347 1066
Scotland North 01224 647089
Dial free throughout UK 0800 222 777

Automate Wheel Covers, Wheel Trims, Ashtrays etc.
tel/fax: 01274 862700

A quality engine call Actionform
tel: 01902 714242

Actionform Ltd
Engine refurb.
tel: 01902 714242
fax: 01902 22880

A.V.T., suppliers of in coach audio video and public address.
tel: 01386 831777

Bus & Coach Glazing (Barrhead)
tel: 0141 8761177
Bus & Coach Glazing (Ware)
tel: 01920 485996
Freephone: 0800 220077
Insurance Company Approved

C — C

Carlyle parts for Van Hool wind screen, body & integral chassis parts. tel: 0121 524 1200

CONCEPT AV
Audio, visual, toilets.
tel: 0161 877 7777
Confederation of Passenger Transport UK tel: 0171 831 7546

Computer Systems and Software
A.K.M. tel: 01270 250829

C. Anthony Wood & Co
Accountants
tel: 0181 866 8232

F — F

Fuel Management Equipment by Triscan tel: 01254 682111

G — G

Gary Smith, Spares and recovery tel: 01789 267990

Gauntlet Insurance, Bus, Coach and Fleet Insurance
tel: 01132 448686

H — H

Hindle Auto for Engines and ZF Trans.
Tel: 01274 732284

Mercedes Benz
(United Kingdom) Ltd
tel: 01908 24500

N — N

Nationwide Seatbelts
tel: 01621 840722

Neoplan
For Parts & Service
tel: 01709 700600

Nightbright P.C.V. Cleaning
Specialist tel: 01850 174029

Northern Counties Ltd
Bus Bodies tel: 01942 212135

R & H Engineering Services – tools and polybush specialists
tel: 01492 573320

Roberts Transmissions
semi – auto gearboxes
tel: 01637 881596

S — S

Scania Bus & Coach UK Ltd
Contact: Ian Hall
Tel: 01909 500822
Fax: 01909 500165

Somers Vehicle Lifts
tel: 0121 501 1077

Screen Savers, Glazing
tel: 01831 551166

Southern Trimmers
tel: 01443 710240

Southcoast, Trimmings
tel: 01703 660676

Spares – Allco Passenger Vehicles
tel: 01895 820760

Steamy Windows, J W
Glass tel: 01283 32418

Seatbelts: Pennine Coach Painters tel: 01226 204059

Swire Fraser Limited,
Lloyds Insurance Brokers,
Tel: 0171 2041367
Fax: 0171 2041484

T — T

Toyota GB tel: 01737 785320
After Sales tel: 01737 785213

Transport Studies CPC, training
tel: 01254 823921

Transmissions, U.K. Diesels
tel: 01703 652288

U — U

UNIFORMS UNLIMITED
FAX & TEL: 01423 528275

V — V

Vulcan Eng, Seats&Hand Rails
Halifax tel: 01422 202840

W — W

Wrightsure Insurance Services Limited. tel: 01708 865533/
0151 724 2266

B — B

Beral Brake Linings
Roadlink International
tel: 01902 636206

Belaco Ltd, Brake linings
tel: 01298 811236

Berkhof, Ave-Sales, Parts & Services tel: 01344 861787

British Furtex Fabrics,
suppliers of quality moquettes
for Coach and Bus Industry
tel: 01422 882161

Bryden Riveting Machines
Roadlink Int' tel: 01902 636206

Buss Bizz, Vehicle spares
tel: 01962 715555/715566

Busparts, for windscreen, body and chassis parts
B/Ham: 0121-524-1200
Bristol: 0117-955 4955
London: 01932-569 177

Bus & Coach Glazing (Anston)
tel: 01909 551188

C.P.V. CONVERSIONS,
Alpha-Tec. tel: 01132 329559

CCS 24hr Coach Mobile
B/Down Svc tel: 0181 5617838

Coach Wash, Armchair
Brentford tel: 0181 568 8227

Cornish-NW, Insurance
tel: 0151 5461282

D — D

Driver Seats: Thomas Scott & Co.
tel: 0141 7632120

DB. Associates Business
Consultants tel: 01799 540513

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tel: 01483 571271

E — E

Elite Services
Seatbelt specialists
tel: 0161 480 0617

Engines, Preston Engines.
tel: 01772 651629

I — I

Insurance, Robin Huckle and Co Ltd. tel: 0121 454 8878

K — K

KONI Shock Absorbers,
Roadlink Int' tel: 01902 636206

Kirkby Coach and Bus
Sheffield tel: 01909 551166

L — L

Lockerbie P.S.V. Consultants.
Agents for Onyx, Nutrack and Cacclamali.
tel: 01228 562414/0378 041151
or N.E. Agent on 0860 795598

Leyland Engines,
call Actionform!
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M — M

Mobile Vehicle Lifts – Prolift
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MAN Truck & Bus UK Ltd
Swindon tel: 01793 490231

P — P

Paul Gardner, Engineering Ltd
tel: 0161 787 7357

Plaxton Parts & Service
Anston tel: 01909 551155
Direct Parts tel: 01909 550044

Plaxton Parts & Service
Barrhead tel: 0141 8815625
Direct Parts tel: 0141 880 8008

Plaxton Parts & Service
Ware tel: 01920 462383

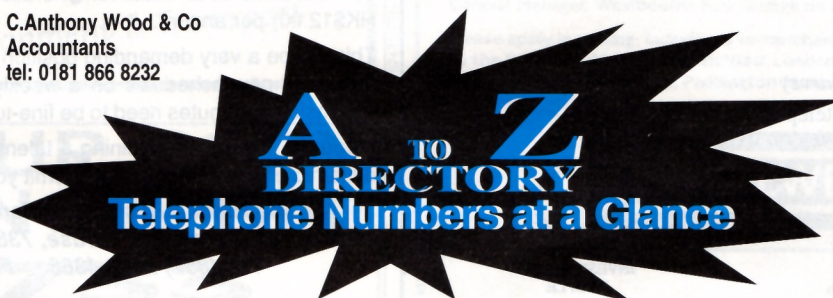
Andy Powell Commercials
Bedford & Dennis Coach Spares
Tel: 01432 341085
Fax: 01432 342302

Prolift, Mobile Vehicle Lifts
tel: 01432 350330

R — R

Reg. Plates, Tayside Numbers:
tel: 01382 350245

Registrations:
National Numbers
tel: 01642 360066



Coach and Bus Week – Tel: 01733 467144

Appointments & Tenders

Tel: 01733 467144

Fax: 01733 467154

NOTTINGHAMSHIRE COUNTY COUNCIL PLANNING & ECONOMIC DEVELOPMENT

Nottinghamshire County Council Public Transport (Operations) Group are seeking expressions of interest from qualified consultants who wish to be placed on a list to receive tenders to deliver a programme of training in Customer Care (including Disability Awareness) during 1997/98 for drivers of contracted local bus services within Nottinghamshire.

Expressions of interest including details of qualifications, experience and Company Profile must be received by 1st February, 1997 by

Director of Planning & Economic Development
Nottinghamshire County Council
Public Transport (Operations) Group
Trent Bridge House
Fox Road
West Bridgford
Nottingham
NG2 6BS

For the attention of Paul Harvey

For an informal discussion telephone Chris Saffell on 0115 9774515 or Paul Harvey on 0115 9774843



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PEOPLE

67300TEN



BUS AND CREW DUTY SCHEDULES OFFICER

Citybus has just become a publicly listed Company and operates a fleet of 570 modern, high capacity buses on a rapidly expanding network of routes throughout the territory of Hong Kong and into Southern China.

An expansion of 300 buses is anticipated by mid 1998 to cope with a dramatic and ongoing increase in passenger ridership which requires a constant review and update of operating schedules. The Company places significant importance in crew and bus duty scheduling efficiency and requires a 95 per cent daily bus utilisation.

We now wish to appoint a highly talented and motivated person with a proven track record of experience in the field of Bus and Crew Duty Scheduling. A single status person would be preferred on a two years contract basis at an initial remuneration package of HK\$350,000 (£1 = HK\$12.00) per annum.

This will be a very demanding position requiring a constant programme delivering new schedules on a weekly basis as new buses arrive for expansion and routes need to be fine-tuned to meet an expanding need.

If you are interested in joining a talented team of staff in an extremely dynamic environment please submit your application to:

The Human Resources Manager, Citybus Limited,
Room 501-4 Stanhope House, 738 King's Road, HONG KONG.
Tel: (852) 2963 4886 Fax: (852) 2579 1654

67294/APP

London & Country OPERATIONS MANAGER (Crawley Division)

Salary: £ negotiable + car

London and Country is a major operator of local bus services in Surrey and West Sussex. As a result of recent management reorganisation we have a vacancy for an Operations Manager in our Crawley Division which operates 125 buses in Crawley, Reigate and Horsham.

The ideal candidate will be an enthusiastic individual who can match proven experience in managing a large and diverse workforce with a good understanding of the commercial aspects of bus operation. You will also be expected to play an integral part in the overall management of the Division as part of a three person management team.

Key responsibilities will include:

- Preparation of operational budgets and monitoring of actual performance
- Consultation and negotiation with recognised employee representatives
- Ensuring operational performance meets agreed quality and financial targets
- Motivation and development of staff at all levels
- Liaison with local authorities and other bodies on operational matters

If you feel you have the expertise we are looking for please send your CV together with details of current salary to:

Neil Barker, Deputy Managing Director.

LONDON & COUNTRY LTD

Linden Court, Lesbourne Road,

Reigate RH2 7LE

Closing date 31st January 1997

67472/APP



FLEET ENGINEERING SUPERVISORS

Up to £19k

Travel West Midlands, part of National Express Group plc, is the leading public transport provider in the West Midlands operating a fleet of 1500 buses from twelve garages.

As part of our continuing drive to improve the quality and reliability of our vehicle fleet we are looking to recruit highly motivated engineering supervisors to work within the Birmingham area.

You must be able to demonstrate that you can work as part of a team and have the ability to manage both physical and human resources to ensure high quality vehicles are provided for service which are safe, reliable, clean and maintained to defined Department of Transport and Company standards.

You will need to demonstrate drive and enthusiasm together with positive and practical communication skills. It is essential that you hold a City and Guilds Technology Certificate in Motor Vehicle Engineering and experience of working to ISO 9002 guidelines is desirable.

In addition to the excellent salary package and a range of benefits associated with a large employer, opportunities also exist for you to take part in the employees share ownership programme.

If you are able to meet the challenge of working within a progressive and successful company please send a full CV to Alex Perry, General Manager, Birmingham Central Garage, Liverpool Street, Bordesley Green, Birmingham B9 4PS by 31st January 1997.

NATIONAL EXPRESS

67490/APP

Coach and Bus Week ending 18 January 1997

Say you saw it in **CBW**

Appointments & Tenders

Tel: 01733 467144 Fax: 01733 467154

TRANSPORTATION DIVISION

ARE YOU INTERESTED IN RUNNING BUS SERVICES IN SUFFOLK?

In accordance with section 89 of the Transport Act 1985, Suffolk County Council is undertaking its annual updating of its register of operators to whom invitations to tender for local bus (including taxi-bus) services are automatically sent. Tenders for services are let throughout the year.

If you are interested in running local services in Suffolk, and think that you are not already on the register, please write to: Public Transport Group, Environment & Transport Department, St Edmund House, County Hall, Ipswich IP4 1LZ or tel (01473) 583339.

Results of previous tenders are published as appendices to reports to the Council's Transport Committee and are available for inspection at County Council offices and libraries.



Suffolk County Council
Environment & Transport

6747/TEN

FAX YOUR COPY OVER NOW ON

01733 467154

Depot Manager - Brighton

Skills (est. 1919) based in the East Midlands, is one of the UK's leading coach companies employing over 140 people in all aspects of coach tourism. As a result of further expansion, we have an exciting management opportunity as head of a new operating centre based on the Sussex Coast.

We are looking for a self motivated Team Leader who can establish, train and inspire a new team of up to 20 people to successfully develop an autonomous coaching unit.

The operation is based initially on six quality coaches contracted year round to a major express service operator.

The successful candidate will have the commercial flair and commitment necessary to develop local coaching activities as well as assisting in marketing and operating the extensive range of Skills Holidays.

If you would like to join a progressive and ambitious company thrive on continual challenge, set and demand high standards, and have experience of managing in the PCV industry, we would like to hear from you.

We are offering an excellent remuneration package with the opportunity to enhance earnings based on achievements.

Hand written applications with a full CV and photograph to:

Nigel Skill, Managing Director, Skills Motor Coaches Ltd., 1 St. Peters Street, Nottingham NG7 3EL.

All applications will be dealt with in the strictest confidence

Committed to "Investors in People"

Winners 1996 Coach Industry Awards

"Operator Training Award"

67463/APP

Skills



Coach and Bus Week ending 18 January 1997

OPERATING MANAGER

GOLD ARROW (WESTBOURNE PARK) c£27K

CentreWest London Buses Limited is an innovative forward looking company and Westbourne Park is one of London's largest bus garages with £17m turnover, 176 vehicles and 550 staff operating six routes, plus night services. It has a management style and culture which reflects its inner city location.

As the Operating Manager you will provide strong visible leadership, motivating your staff and managing on sound commercial principles.

You will operate services to agreed standards of quality including ISO9001 and the Investors in People national standard. Responsive human resource management and the development of positive customer relations are key responsibilities.

To effectively carry out this challenging, change orientated role, you will need to be able to demonstrate line management experience and well developed organisational, negotiating, decision making, analytical and leadership qualities. Ideally, you will be a member of the CIT, IRTE or hold another relevant professional qualification and be in possession of a CPC.

CentreWest has a contributory pension scheme and the successful applicant will receive travel facilities on London's buses. There is also an employee share ownership scheme.

Further information on this post can be obtained from Pat Daley, General Manager, Westbourne Park Garage on 0171 792 9630.

Please apply in writing, including a comprehensive Curriculum Vitae, to the Personnel Manager, CentreWest London Buses Limited, 3rd Floor, Macmillan House, Paddington Station, London W2 1TY by Monday 3 February 1997.

CENTREWEST

67475/APP



Are you interested in providing School Contract Services in Greater Manchester?

GMPTE is seeking to increase the number of vehicles available to work its extensive network of school contract services which currently convey over 2 million passengers annually on home to school journeys.

GMPTE intends to take an increasingly flexible and imaginative approach to the procurement of school services, with a wide range of contracts on offer including:

- + Contracts available in all the ten districts of Greater Manchester
- + Both net cost and gross cost contracts
- + All sizes of buses and coaches required from minibuses to double deckers
- + Journey specific contracts and contracts based on the supply of agreed amounts of hours and miles in specific areas at specific time periods
- + Range of contract lengths from one to five years
- + Local bus service and private hire contracts
- + Assistance with the provision of ticket machines, etc.

If you are interested in finding out more about providing school contract services in Greater Manchester contact The Bus Services Department at GMPTE on 0161-242 6273 or by fax on 0161-242 6275

GMPTE

67466/TEN

Appointments & Tenders

Tel: 01733 467144 Fax: 01733 467154

ATTENTION ALL COACH OPERATORS

Europe's largest coach tour operator is inviting coach companies with quality single deck vehicles to apply for "UK Feeder Services" contracts (England and South Wales).

Please write in the first instance with a company profile and fleet details to:-

**D.W. Stewart-Paver, General Manager,
COSMOS COACH TOURS LTD**

17 Homesdale Road, Bromley, Kent BR2 9LX

67516/APP

TRANSPORT/BOOKINGS MANAGER LONDON MIDDX

Young enthusiastic person not afraid of hard work or unsociable hours. This position requires a 100% commitment to our further expansion. If you are looking for an easy ride until retirement, then don't apply. This position requires you to control 40 vehicles of mixed sizes on Private Hire, contract work and our own short breaks. You must be able to communicate at all levels and lead by example to obtain the best performance from your staff, be conscientious and organised in all aspects of administration and hold a PVC and CPC Inter Licence, please send CV and salary required to:

**Box No 67515, EMAP Automotive
Wentworth House, Wentworth Street,
Peterborough PE1 1DS**

67515/APP

Business Development Managers

Bus and Coach Division

All Areas

£30,000 - Company Car

Plus excellent benefits

Dawsonrentals philosophy of providing the best products combined with a total commitment to customer service has enabled us to very quickly establish ourselves as a significant force in the bus and coach industry.

Responsible for developing sales within our expanding Bus and Coach Division, you will be looking to increase market share for short term rental equipment, and obtain and develop Operating Lease and Contract hire business, whilst building relationships with dealers and manufacturers to promote and expand incremental business.

You will have extensive knowledge of this industry, preferably with previous rental and leasing experience, be organised, resilient and motivated by success.

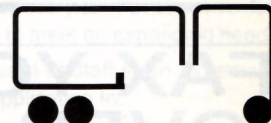
Your efforts will be rewarded with a highly competitive salary which can be further improved upon if you are a true performer. In addition, you will receive a range of benefits, including a quality company car, pension scheme, health cover, life insurance and the type of progressive career opportunities which can only be offered by a growing company.

Please apply in writing including a full CV to:

Michael Williams, Managing Director,

**Dawsonrentals Ltd,
Delaware Drive, Tongwell,
Milton Keynes MK15 8JH**

The vehicle for your ambitions



Dawsongroup

67274/APP

London Transport bus services

London Transport Buses will shortly be inviting tenders for the operation of the following London Transport routes:

133 Liverpool Street - Tooting Broadway

235 Sunbury - Brentford

237 Hounslow Heath - Shepherds Bush

These routes will be tendered on the basis of net cost contracts.

The above routes form part of the current network and as part of our ongoing commitment to provide the best possible services, routes may be subject to change as part of the tendering exercise.

If you are interested and have already submitted your pre-qualification documents then you need take no further action at this stage.

However if you are interested and have not completed London Transport's pre-qualification system for bus service tendering then you must do so by 14th February 1997 in order to receive invitations to tender for the above routes.

Pre-qualification documents are available by writing to:

**Mr T Wynne, Buyer
London Transport Buses
172 Buckingham Palace Road
London SW1W 9TN
Telephone 0171 918 3812**



**London Transport
Buses**

EXPERIENCED TOUR DRIVERS REQUIRED

Part time, seasonal and full time
London area.

C.V. to:

**BOX 173
LONDON
SE10 9AP**

Telephone 0181-858-0031

67518/APP

COACH AND BUS WEEK

Classified Deadlines

BookingTUESDAY 1600

Bookings requiring Proofs .

.....MONDAY 1200

Cancellation

.....MONDAY 1200

Coach and Bus Week ending 18 JANUARY 1997

Say you saw it in **CBW**

▼ Bus

FirstBus clerk in boardroom

Lowland woman a worker-director

by Ian Martin

LOWLAND senior clerk **Jean Weatherhead** has been appointed new employee non-executive director at FirstBus.

The three-year post comes after the retirement of her predecessor, **Robert Barclay**, who

retired late last year. Mrs Weatherhead is the first woman to take the role of employee director.

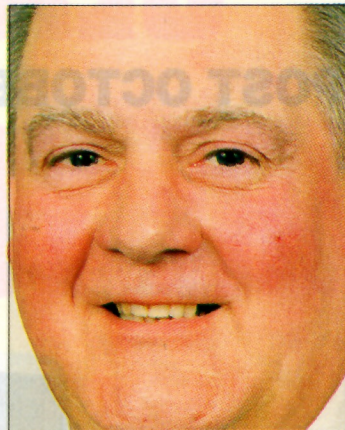
She has worked at FirstBus subsidiary Lowland since 1986, and is senior clerk at Berwick-on-Tweed. She has been employee director at Lowland for two years.

▼ Manufacturing

Porch picks up plumb job

AUTOMOTIVE sealant and adhesive experts LJF have appointed **Roy Porch** sales manager for their automotive division.

Mr Porch has 17 years' experience of the industry in OEM and aftermarket sales, having worked for SICA and Gurit Essex. He will work for the company - a sister company of oil giant Total - from its Leicester offices.



Roy Porch: 17 years in trade

▼ Government

Young and Watts get new PPSs

SIR George Young, Secretary of State for Transport, and colleague **John Watts** each has new Parliamentary Private Secretaries.

Sir George will work alongside Hexham MP **Peter Atkinson** while Mr Watts' PPS will be **Dr Robert Spink**, MP for Castle Point. Mr Atkinson was previously PPS to Jeremy Handley and Sir Nicholas Bonsor at the Foreign Office, and Dr Spink was PPS for Ann Widdecombe MP before becoming a minister of state at the Home Office. **CBW**

▼ Coach and Bus

Traffic commissioners not 'answerable'

ALTHOUGH **Christopher Heaps** takes over as Western area traffic commissioner, he will not be 'answerable'

to senior traffic commissioner, Michael Betts as stated in last week's *CBW*.

Like all traffic com-

missioners, Mr Heaps is independent, is appointed by, and only answerable to, the secretary of state. The

senior traffic commissioner's role is to co-ordinate the activities of the area traffic commissioners.



The PSV industry's news weekly

Payment (please tick as appropriate)

Coach and Bus Week

	1 year	2 years	3 years
UK	£49.00	£88.00	£125.00
Eire/Europe 1 year	£92.00	Airmail 1 year	£124.00

Transit (Existing Coach and Bus Week Subscribers)

	1 year	2 years	3 years
UK	£72.00	£129.00	£183.00
Eire/Europe 1 year	£115.00	Airmail 1 year	£147.00

Coach and Bus Week and Transit (New Subscribers)

	1 year	2 years	3 years
UK	£121.00	£217.00	£308.00
Eire/Europe 1 year	£164.00	Airmail 1 year	£196.00

PLEASE ANSWER THE FOLLOWING QUESTIONS.

YOUR COMPANY DETAILS

1. What is your primary job title? (Tick one only)

- Owner/Director ☐ 01
 Senior/General Manager ☐ 02
 Engineering/Service Manager ☐ 03
 Other (please specify) ☐ 04

2. What is your company's main business function?

- Bus Operator ☐ 01
 Coach Operator ☐ 05
 Coach & Bus Operator ☐ 02
 Local Government ☐ 03
 Other (please specify) ☐ 04

SUBSCRIPTION ORDER FORM

Coach and Bus Week is the news weekly for coach and bus operators. *Transit* provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: *Transit* is not available on subscription without *Coach and Bus Week*.

3. How many vehicles does your company own/operate?

(Tick all that apply)

- | | Buses | Coaches |
|----------|-----------------------------|-----------------------------|
| 1-5 | <input type="checkbox"/> 01 | <input type="checkbox"/> 10 |
| 6-10 | <input type="checkbox"/> 02 | <input type="checkbox"/> 11 |
| 11-15 | <input type="checkbox"/> 03 | <input type="checkbox"/> 12 |
| 16-25 | <input type="checkbox"/> 04 | <input type="checkbox"/> 13 |
| 26-39 | <input type="checkbox"/> 05 | <input type="checkbox"/> 14 |
| 40-100 | <input type="checkbox"/> 06 | <input type="checkbox"/> 15 |
| 101-400 | <input type="checkbox"/> 07 | <input type="checkbox"/> 16 |
| 401-1000 | <input type="checkbox"/> 08 | <input type="checkbox"/> 17 |
| 1000 + | <input type="checkbox"/> 09 | <input type="checkbox"/> 18 |

4. Do you have responsibility for the recommendation/purchase and/or specification of the following?

(Tick all that apply)

- | | Pur | Spec | Rec |
|--------------------------|-----------------------------|-----------------------------|-----------------------------|
| Vehicles | <input type="checkbox"/> 01 | <input type="checkbox"/> 12 | <input type="checkbox"/> 23 |
| Parts/Spares | <input type="checkbox"/> 02 | <input type="checkbox"/> 13 | <input type="checkbox"/> 24 |
| Oil/Fuel | <input type="checkbox"/> 03 | <input type="checkbox"/> 14 | <input type="checkbox"/> 25 |
| Breakdown | <input type="checkbox"/> 04 | <input type="checkbox"/> 15 | <input type="checkbox"/> 26 |
| Insurance/Finance | <input type="checkbox"/> 05 | <input type="checkbox"/> 16 | <input type="checkbox"/> 27 |
| Fuel Cards | <input type="checkbox"/> 06 | <input type="checkbox"/> 17 | <input type="checkbox"/> 28 |
| Training | <input type="checkbox"/> 07 | <input type="checkbox"/> 18 | <input type="checkbox"/> 29 |
| Venue/Attraction Tickets | <input type="checkbox"/> 08 | <input type="checkbox"/> 19 | <input type="checkbox"/> 30 |
| Ferry Crossing | <input type="checkbox"/> 09 | <input type="checkbox"/> 20 | <input type="checkbox"/> 31 |
| Hotel Bookings | <input type="checkbox"/> 10 | <input type="checkbox"/> 21 | <input type="checkbox"/> 32 |
| Theatre Tickets | <input type="checkbox"/> 11 | <input type="checkbox"/> 22 | <input type="checkbox"/> 33 |
| Other (please specify) | <input type="checkbox"/> 34 | | |

5. What type of work does your company undertake?

(Tick all that apply)

- Private Hire ☐ 01
 Day Excursions ☐ 02
 British Tours ☐ 03
 European Tours ☐ 04
 Local Government Contracts ☐ 05
 Emergency/Breakdown Services ☐ 06

By cheque: I enclose a cheque for £ made payable to EMAP Business Communications.

By credit card: I authorise you to debit my Mastercard/VISA/

DinersClub/Amex card for the amount of £

Expiry date/.....

By invoice: Please invoice my company ☐

Card number:

Signed

Name

Job Title

Company

Address

Postcode Tel:

Return to: Kerry Young, *Coach and Bus Week*, Subscription Department,
 EMAP Automotive Ltd., Wentworth House, Wentworth Street,
 Peterborough PE1 1DS
 or phone 01733 467051 today

SEAT BELTS

POST OCTOBER 1988 BUILT COACHES

ARE YOU LEGAL?



ARE YOU SAFE?

AS FROM THE 10TH FEBRUARY 1997...

- • • Plaxton have conducted rigorous testing on seat belts for post October 1988 build bodies on Paramount, Premiere, Excalibur and Beaver.

All retro fit installations are certified to meet C & U 46/47 or higher Standard EEC 76/115.

Make sure you are safe as well as legal...

CONTACT YOUR REGIONAL DEPOT TODAY

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SHEFFIELD**

01909 551155

**BARRHEAD
GLASGOW**

0141 8815625

**WARE
HERTS**

01920 462383

PLAXTON
Parts & Service



**RETRACTOR BELTS
NOW APPROVED FOR
PARAMOUNT**